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SECRETARY OF THE AIR FORCE**

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Volume 1**



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Flying Operations

HH-60 AIRCREW TRAINING

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This volume implements AFPD 11-2, *Aircraft Rules and Procedures*; AFPD 11-4, *Aviation Service*; and AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*. Along with AFI 11-202V1, *Aircrew Training* and AFI 11-401, *Aviation Management* this instruction establishes Air Force standards for basic qualification, mission qualification, and continuation training for personnel performing aircrew duties in HH-60 aircraft. This instruction applies to all Air Force Major Commands (MAJCOMs) operating the HH-60. For the purpose of this instruction, the Air National Guard (ANG) is considered a MAJCOM. MAJCOM specific guidance is embedded within the text and prefaced with the MAJCOM acronym. Where such guidance applies to both ANG and Air Force Reserve Command (AFRC) the term Air Reserve Component (ARC) is used. MAJCOMs will forward proposed supplements to this volume to HQ AF/A3O, through HQ ACC/A3J, for approval prior to publication IAW AFPD 11-2. Copies of MAJCOM-level supplements, after approved and published, will be provided by the issuing MAJCOM to HQ AF/A3O, HQ ACC/A3J and the user MAJCOM offices of primary responsibility. Field units below MAJCOM level will forward copies of their supplements to this publication to their parent MAJCOM office of primary responsibility for post publication review (**T-3**). Keep supplements current by complying with AFI 33-360, *Publications Management Program*. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. See [para 1.4.1](#) of this instruction for additional guidance on submitting comments and suggesting improvements. The Privacy Act of 1974 affects this instruction. System of Records Number F011 AF XO A, Aviation Resource

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SUMMARY OF CHANGES

This interim change revises AFI 11-2HH-60V1 dated 8 April 2015 by (1) changing HQ AETC/A3Z to HQ AETC/A3F throughout, (2) changing USAFE to USAFE-AFAFRICA throughout, (3) replacing Fully Qualified Special Mission Aviator with Flight Engineer (FE) throughout, (4) replacing Partially Qualified Special Mission Aviator with Aerial Gunner (AG) throughout, (5) replacing Pilot Progression training plan/SOI with MAJCOM approved training plan/SOI throughout, (6) revising crew positions ([table 1.1](#)), and deleting (FE) ([1.11.2](#)), (7) replacing Fully Qualified Special Mission Aviator Instructors (IF) with Instructor Flight Engineers (IF) and replacing Partially Qualified Special Mission Aviator Instructor (IG) with Instructor Aerial Gunner (IG) ([1.15.2](#)), (8) revising guidance ([1.16](#)), (9) revising guidance ([1.18.1](#)), (10) revising unique training approval level ([2.2](#)), (11) revising guidance ([2.3.2](#)), (12) deleting Unusual Attitude and CDTQT currency requirements, Day Ship Single Spot, NVG Ship Single Spot, and NVG Water Ops no longer affects CMR status (Table 4.1), (13) revising title, deleting CDTQT currency requirement, NVG Water Ops no longer affects CMR status and adding note 11 ([Table 4.2](#)), (14) deleting paragraphs ([5.2](#), [5.2.1](#), [5.2.1.1](#), [5.2.2](#), [5.2.3](#)), (15) deleting [table 5.1](#), (16) revising guidance ([5.3.1.1](#)), (17) revising guidance ([5.4.1](#)), (18) revising guidance ([5.4.3](#)), (19) revising heading ([Table 5.2](#)), (20) revising crew identifier and guidance([5.5.3.3](#)), (21) revising crew identifier and guidance ([5.5.3.4](#)), (22) revising crew identifier ([5.6.2](#)), (23) revising crew identifier ([5.6.3.2](#)), (24) revising crew identifier ([5.7.1](#)), (25) revising guidance ([5.7.4.1](#)), (26) adding note ([5.7.4.2](#)), (27) revising crew identifier and guidance ([5.7.6](#)), (28) revising crew identifier (5.7.8), (29) revising guidance ([5.7.8.1.1](#)), (30) revising guidance ([5.7.8.1.2](#)), (31) revising guidance ([5.7.8.1.3](#)), (32) revising guidance ([5.7.8.1.4](#)), (33) deleting paragraphs ([5.7.12](#), [5.7.12.1](#), [5.7.12.2](#), [5.7.12.3](#)), (34) revising crew identifier ([5.7.17](#)), (35) revising crew identifier ([5.7.20](#)), (36) revising crew identifier ([5.7.21](#)), (37) revising crew identifier ([5.7.21.3](#)), (38) revising crew identifier ([5.7.22](#)), (39) revising crew identifier ([5.7.22.3](#)), (40) revising crew identifier ([5.7.23.1.3](#)), (41) revising crew identifier ([5.7.25](#)), (42) revising crew identifier in Hoist Operations ([Table 5.3](#)), (43) revising paragraph title ([6.2.3.2](#)), (44) revising paragraph title ([6.2.3.3](#)), (45) revising guidance ([6.4.1](#)), (46) revising guidance ([6.9.2](#)), (47) adding AG, AWL, and MC; revising EF, FE, FF, IF, IG, MF, and MG; deleting BAC, FQSMA, PQSMA, and SMA (Abbreviations and Acronyms), (48) deleting Basic Aircraft

Qualified Aircraft Commander (BAC), and FP; revising Formation and Low-Level Operations terms (Terms), (49) revising crew identifier (A2.14), (50) revising guidance (A2.18), (51) revising crew identifier and guidance (A2.23), (52) revising guidance (A2.24.3), (53) revising guidance (A2.24.4), (54) revising guidance (A3.2.2), (55) revising guidance (A3.4.2), (56) revising guidance (A3.5.2), (57) revising guidance (A3.5.3), (58) adding guidance (A3.5.3.1), (59) adding guidance (A3.5.3.2), (60) revising guidance (3.5.4), (61) adding guidance (A3.5.4.1), (62) adding guidance (A3.5.4.2), (63) revising guidance (A3.6.1), (64) revising guidance (A3.7.1), (65) revising crew identifier (A3.9), (66) revising crew identifier (A3.10), (67) revising crew identifier (A3.12), (68) revising crew identifier (A3.14), (69) revising crew identifier (A3.15), (70) revising crew identifier (A3.16), (71) revising crew identifier (A3.17), (72) revising guidance (A3.18.1), (73) adding guidance (A3.18.1.1), (74) adding guidance (A3.18.1.2), (75) adding guidance (A3.18.1.3), (76) revising crew identifier (A3.19), (77) revising guidance (A3.19.1), (78) revising guidance (A3.22.1), (79) revising guidance (A3.23), (80) revising crew identifier (A3.23.2), (81) revising crew identifier (A3.25), (82) revising crew identifier (A3.27.1), (83) revising crew identifier (A3.28), (84) revising crew identifier (A3.29), (85) revising guidance (A3.29.1), (86) revising crew identifier (A3.31), (87) revising guidance (A3.31.1), (88) revising guidance (A3.31.2), and (89) deleting paragraphs A3.32, A3.32.1, A3.32.2, A3.32.3. A margin bar () indicates newly revising material.

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Chapter 1

GENERAL GUIDANCE

1.1. Purpose. This volume establishes training management of HH-60 aircrew members in order to achieve the highest degree of combat readiness consistent with flight safety and resource availability. **Note:** For the purpose of this publication Guardian Angel personnel (Pararescue and Combat Rescue Officers) are not considered HH-60 aircrew members. Pararescue and Combat Rescue Officers will follow AFI 10-3502V1 and applicable supplements for training requirements.

1.2. Abbreviations, Acronyms, and Terms. See [Attachment 1](#).

1.3. Key Words Explained.

1.3.1. “Will” and “shall” indicate a mandatory requirement.

1.3.2. “Should” is normally used to indicate a preferred, but not mandatory, method of accomplishment.

1.3.3. “May” indicates an acceptable or suggested means of accomplishment.

1.3.4. “Note” indicates operating procedures, techniques, etc., which are considered essential to emphasize.

1.4. Administration.

1.4.1. **Recommendation for Change.** Submit suggested improvements to this instruction on an AF Form 847, *Recommendation for Change of Publication*, through MAJCOM channels according to AFI 11-215, *Flight Manual Program* (FMP).

1.4.2. Send proposals for amending Training Plans/Syllabus of Instruction (SOI) to MAJCOM/A3T Flight Operations Division (USAFE-AFAFRICA, ANG and AFRC units), PACAF/A3T Operational Support Division, (PACAF), HQ ACC/A3J Personnel Recovery Division (ACC units) or HQ AETC/A3F (AETC units).

1.5. Responsibilities.

1.5.1. Headquarters, Air Combat Command (ACC), Director of Air and Space Operations (A3), is designated as the responsible agency for this volume IAW AFD 11-2, *Aircrew Operations*. As the lead command, ACC/A3 will chair ACC Realistic Training Review Boards (RTRB) to review ground and flying training requirements/programs for Combat Air Forces (CAF) units. RTRB participants will include applicable ACC active and reserve component representatives. Major Command (MAJCOM)/A3s with major weapons systems for which ACC is lead command will be invited to send representatives and/or inputs.

1.5.2. MAJCOMs will:

1.5.2.1. Determine MAJCOM specific training requirements as required to fulfill primary and secondary Designed Operational Capability (DOC) statement missions and unit taskings. Using MAJCOMs may adopt Lead MAJCOM guidance such as Training Plans and Syllabi as outlined in this instruction.

1.5.2.2. Review subordinate unit supplemental instructions and training programs as directed by MAJCOM guidance.

1.5.2.3. Publish a Ready Aircrew Training Tasking Memorandum (RTM) that establishes Continuation Training (CT) requirements for Combat mission Ready (CMR) and Basic Mission Capable (BMC) aircrew. Using MAJCOMs may adopt and implement the Lead MAJCOM developed RTM, however Using MAJCOMs retain the responsibility for adding any MAJCOM specific requirements and disseminating RTM guidance to units under their control.

1.5.3. Wings/Groups will:

1.5.3.1. Develop programs to meet training objectives and provide necessary staff support to assist subordinate units in the management of training programs. **(T-2).**

1.5.3.2. Ensure RTM guidance implementation to include Aviation Resource Management Systems (ARMS) training profile updates and squadron dissemination.

1.5.3.3. Determine annual formal aircrew training quota requirements, submit quota requests to MAJCOM/A3T Flight Operations Division (USAFE-AFAFRICA, ANG and AFRC units), PACAF/A3T Operational Support Division, (PACAF), HQ ACC/A3J Personnel Recovery Division (ACC units) or HQ AETC/A3F (AETC units) and manage quotas allocated.

1.5.3.4. ACC wings/groups will assist Air National Guard (ANG) and Air Force Reserve Command (AFRC) unit training programs.

1.5.3.5. Attach API-6/8/B/D (Aircrew Position Indicator) flyers to a flying squadron. **(T-3).**

1.5.4. Squadrons/Units will:

1.5.4.1. Assist the wing/group in developing unit training programs. **(T-2).**

1.5.4.2. Manage unit training programs to ensure compliance with this instruction and applicable Air Force guidance on the training of aircrew members. Ensure adequate training continuity and supervision of assigned and attached crewmembers. As necessary, assign additional requirements based on individual crewmembers experience and proficiency. **(T-1).**

1.5.4.3. Review training and evaluation records of newly-assigned crewmembers and those completing formal training to determine training required to achieve BMC or CMR status and to ensure provisions of this instruction are met. **(T-3).**

1.5.4.4. Ensure RAP missions are oriented to developing combat and tactical employment skills. Provide guidance to ensure only effective RAP missions are logged as RAP sorties. **(T-3).**

1.5.4.5. Submit waivers as outlined in this instruction. **(T-2).**

1.5.4.6. Fill allocated training quotas through appropriate channels. Submit nominees or return quotas to MAJCOM/A3T Flight Operations Division (USAFE-AFAFRICA, ANG and AFRC units), PACAF/A3T Operational Support Division, (PACAF), HQ ACC/A3J

Personnel Recovery Division (ACC units) or HQ AETC/A3F (AETC units) NLT 30 days prior to class start date. **(T-2)**.

1.5.4.7. Determine missions/events in which individual BMC crewmembers will maintain qualification/certification versus familiarization. **(T-2)**.

1.5.4.8. If not specifically directed, identify the level of supervision required to accomplish required training. **(T-1)**.

1.5.4.9. Track and monitor continuation training currencies and requirements for all assigned/attached aircrew members. **(T-1)**.

1.5.4.10. Review qualifications and monitor training requirements for unit-assigned flight surgeons (FS). **(T-2)**.

1.5.4.11. Determine how many and which aircrew will carry specialized training certifications and qualifications identified in [Chapter 5](#). **(T-2)**.

1.5.4.12. Ensure crewmembers participate in sorties, events and tasks only when adequately prepared and trained. **(T-1)**.

1.5.4.13. Submit a training report to the MAJCOM/A3 (AFRC: 10 AF/A3T) (ANG: NGB/A3O) branch as directed by the RTM. Submit an out-of-cycle report anytime MAJCOM assistance is required to prepare for DOC or Air and Space Expeditionary Forces (AEF) tasking. Units will adhere to guidance set forth by applicable MAJCOM RTM for submitting Training Health Reports, shortfalls, Limiting Factors (LIMFAC) and deviations. **(T-2)**.

1.5.4.14. Initiate, track, review and close out aircrew training folders and forms IAW [Chapter 6](#). **(T-2)**.

1.5.5. Instructor Responsibilities. Instructors shall:

1.5.5.1. Be highly knowledgeable in HH-60 Tactics Techniques and Procedures (TTPs) and governing AFIs to provide timely instruction to any crew position concerning weapon system employment and regulatory guidance.

1.5.5.2. Be thoroughly familiar with all courseware, Training Plans, syllabi and applicable guidance of this instruction for qualification, upgrade, and specialized training they are required to administer.

1.5.5.3. Review student training records prior to performing each flight or training session. **(T-2)**.

1.5.5.4. Conduct preflight briefings and post flight critiques. **(T-2)**.

1.5.5.5. Ensure required upgrade training items are completed and signed off only after the student demonstrates the required proficiency level. Complete and sign off all required training items prior to recommending a student for an evaluation or certifying the student in an event. **(T-2)**.

1.5.5.6. Complete student grade sheets and narratives prior to the next sortie/event (unless flown with the same instructor on the same day), but in no case later than 24 hours following the mission. **(T-2)**.

1.5.5.7. Each instructor aircrew member is responsible for the safe execution of the duties of their respective crew position.

1.5.5.8. Instructor pilots are responsible at all times for the conduct of the flight and safety of the aircraft.

1.5.6. Individual aircrew members:

1.5.6.1. Hand carry all available training records to assist the gaining unit in assessing qualifications and training requirements. **(T-3).**

1.5.6.2. Complete training requirements and currencies within the guidelines of this instruction and the RTM to adequately prepare for and maintain proficiency in assigned flight-related activities. **(T-2).**

1.5.6.3. Participate only in sorties, events and tasks in which they are current and qualified, unless under direct supervision. **(T-1).**

1.6. Aircrew Training. Training programs are designed to progress aircrew from Initial and Mission Qualification Training (IQT/MQT) at a formal training course, to Local Mission Qualification Training (LMQT) at the operational unit and finally to Continuation Training (CT) and upgrade/Specialized Training. Additional information for each training program is located in **Chapters 2-5** of this instruction.

1.7. Ready Aircrew Program (RAP). RAP is the CT program that defines the required mix of annual sorties, simulator missions, and training events aircrew shall accomplish to sustain combat mission readiness in order to meet DOC tasked requirements. RAP training requirements will be implemented via the MAJCOM published RTM. **(T-2).**

1.7.1. Basic Mission Capable (BMC). A status that denotes a crewmember is receiving the minimum training required to be familiar with all missions, but only required to be qualified/certified and proficient in some of the primary DOC mission requirements of their assigned or attached unit.

1.7.1.1. The following aircrew will be designated as BMC: **(T-2).**

1.7.1.1.1. Active duty non-CMR aircrew member positions above the squadron level.

1.7.1.1.2. Aircrew members who have a primary job performing wing supervision or staff functions that directly support flying operations.

1.7.1.1.3. Aircrew members assigned to the Formal Training Unit (FTU), United States Air Force Weapons School (USAFWS), and Operational / Developmental Test and Evaluation units.

1.7.1.2. BMC crewmembers shall be able to attain proficiency and if required certification/qualification in 30 days or less for those missions/events in which they maintain familiarization only.

1.7.1.3. BMC aircrew will maintain all flight and ground currencies and accomplish all RAP designated training which affects BMC status. Failure to accomplish this training results in regression to Non-BMC status (N-BMC). **(T-2).**

1.7.1.4. BMC aircrew members may deploy and participate in missions that they are proficient and qualified in without additional training, as determined by the SQ/CC.

1.7.2. Combat Mission Ready (CMR). (T-2). A status that denotes a crewmember is receiving the training required to be certified, current and proficient in the DOC mission requirements of their assigned flying unit.

1.7.2.1. The following aircrew will be designated as CMR: **(T-2).**

1.7.2.1.1. Combat unit active duty API-1/A positions, flying squadron commander (SQ/CC) and squadron operations officers (SQ/DO). If a unit is over-manned, the SQ/CC will train the front line of their Unit Manpower Document (UMD) API-1/A positions to CMR and may elect to designate the overage as BMC. **(T-2).**

1.7.2.1.2. API-6/B positions not assigned to the flying squadron may be designated as CMR by operations group commanders (OG/CCs). ANG/AFRC: Any aircrew member may be designated CMR/BMC at OG/CC discretion.

1.7.2.2. CMR aircrew members will maintain flight and ground currencies and accomplish all RAP designated training that affects CMR status. Failure to complete training or maintain currencies will result in regression to non-CMR (N-CMR) status. **(T-2).**

1.8. RAP Policy and Management. RAP is executed IAW this instruction and the current MAJCOM RAP Tasking Memorandum. The RTM takes precedence over this instruction and may contain updated mission and event requirements not yet incorporated in this instruction.

1.8.1. **RAP Training Cycle.** The training cycle is defined by the RTM.

1.8.2. **RAP Tasking Memorandum.** The RTM identifies BMC and CMR training requirements by establishing a minimum number of sorties, events and special capabilities that shall be completed based on aircrew experience levels. Specific sorties and events listed in the RTM may not be identified in this volume and RTM guidance takes precedence.

1.8.2.1. Sorties and events defined by the RTM are minimums and may not be reduced except by proration, waiver or situations as stipulated by this instruction and the RTM. **(T-2).**

1.8.2.2. Each RAP sortie will accomplish a tactical mission scenario or a basic skills mission that supports the unit's mission to receive credit as an effective RAP sortie. **(T-3).**

1.8.2.3. Units will follow guidelines for RAP sorties and events with minor variances authorized. SQ/CCs may use variations in sortie types as a basis for end-of cycle regression.

1.8.3. **RAP Training Development.** Units will design a training program to achieve combat capability in tasked missions, maintain aircrew proficiency and enhance mission accomplishment and safety. **(T-1).** RAP training sorties should emphasize either over-arching combat skills or scenarios that reflect procedures and operations based on employment plans, location, current intelligence, and opposition capabilities. Use of procedures and actions applicable to combat scenarios are desired (e.g., appropriate use of code words, authentication procedures, combat tactics, safe recovery procedures, tactical deception, in-flight reports, threat reactions, and intelligence briefing/debriefing). Tactical training should include use of inert and live ordnance, threat simulators, countermeasures and dissimilar aircraft to the maximum extent possible.

1.8.4. **RAP Training Reports.** Submit RAP training reports IAW MAJCOM RTM guidance. (T-2).

1.9. Experienced Aircrew Requirements. Aircrew members require a minimum number of flight hours to be considered experienced (EXP) in the aircraft IAW AFI 11-412, *Aircrew Management*. Aircrew will be designated as experienced upon meeting the Primary Assigned Aircraft (PAA) hour requirements in **Table 1.1 (T-2)**. Aircrew members that do not meet the PAA hour's threshold are defined as inexperienced.

Table 1.1. Experienced Aircrew (T-2).

AIRCRAFT CREW POSITION	HH-60G TIME (primary/secondary)	HH-60G TIME (previously helicopter qualified)	TOTAL NVG TIME
Pilot	150(1)	100(1)	75
Mission Pilot	100(2)	50(2)	120
Flight Engineer (FE)	200(3,5)	100(3,5)	100
Aerial Gunner (AG)	200(4)	100(4)	100
NOTES: Considered experienced: 1. After attaining FP/MC qualification 2. After attaining Mission Pilot (MP) qualification 3. After attaining MF qualification 4. After attaining MG qualification 5. MG crewmembers that transition to the MF position may be designated as experienced with SQ/CC approval provided MG requirements were previously met.			

1.10. Aircrew Utilization/Management. See AFI 11-412, *Aircrew Management*.

1.11. Sortie Allocation Guidance.

1.11.1. Combat Units (CC coded units). The SQ/CC's first priority shall be to train all designated aircrew to CMR. Priorities for sortie allocations are as follows: CMR API-2/2/A, LMQT API-1/2/A, LMQT API-6/B, BMC, API-5 Flight Surgeons, and then all others. Inexperienced API-1/2/A aircrew members should receive sortie allocation priority over experienced aircrew members. (T-3).

1.11.2. Formal Training Units and USAFWS (TF coded units). The execution of formal syllabus training within MAJCOM-programmed flying training timelines should be the SQ/CCs priority. Priorities for sortie allocations are as follows: Syllabus training, instructor upgrade training, instructor continuation training, and staff personnel not performing Instructor or Flight Examiner duties (to include API-5 Flight Surgeons).

1.11.3. Test and Test Evaluation Squadron (TES) Units (CB coded units). Requirements directed by MAJCOM, training required to prepare for assigned projects/tasking, BMC training requirements that cannot be accomplished on primary missions, API 5 Flight Surgeons. (T-3).

1.11.4. API-6/8/B/D flyers. Units should provide attached API 6/8/B/D flyers adequate resources to maintain minimum training requirements. However, API-6/8/B/D flyer support will not come at the expense of the flying squadron's primary mission. If units cannot meet

attached flyer requirements, they shall request relief IAW AFI 11-401, as supplemented. Units requiring flying hour adjustments for attached API-6/8/B/D flyers shall request program changes IAW MAJCOM directives.

1.11.4.1. For FTU only wings, API-6/B crewmembers will maintain instructor status (optional for WG/GP CC, FCF crewmembers). These wings will fly API-1/6/A/B crewmembers as required by Program Flying Training (PFT). **(T-2)**.

1.11.4.2. API-8/D (above wing level) rated personnel flying authorizations and Test Unit crewmembers will be IAW AFI 11-401 and MAJCOM guidance. They will fly the BMC rate; however, they are not required to complete BMC specific missions/events, or meet monthly RAP lookback requirements. **(T-2)**.

1.11.5. CMR crewmembers have no maximum sortie requirement. See **Table 1.2.** for minimum and maximum sortie requirements for other crewmembers. Unique operations may require crewmembers to fly more than the maximum number of sorties authorized. Document details of these events in the member's permanent training folder.

Table 1.2. HH-60 Aircrew Training Cycle Sortie Requirements for Other than API-1/A (T-2).

API Level	CT Status (Minimum Sortie Requirement)	Unit's Aircraft Code	Organization Level	Maximum Sortie Allowance (Inexperienced/Experienced)
6/B	CMR	CC	Any	As required by qualifications
6/B	BMC	CC	Wing	40/30
6/B	BMC	TF	Wing	As required by PFT
6/B	BMC	CB	Wing	As determined by test program requirements
8/D	BMC	CB	Wing	40/30
8/D	BMC	CC, TF, or CB	Above Wing	40/30
5	BMC	CC, TF, or CB	All	If qualified and current in unit aircraft 40/30; Otherwise, IAW AFI 11-401 as supplemented
Any	BAQ	Any	Any	BMC rate

1.12. Formal Training Conducted in Unit (Secondary Method Training). When attendance at a formal school course is not practical or no quotas exist, units may request a waiver to conduct training in-unit using formal school syllabus and courseware. Any aircrew member who has previously failed to complete a formal course for substandard performance will not be issued a secondary method training waiver for the same course. **(T-2)**.

1.12.1. SMT Approval Authority. Submit waivers through local channels to MAJCOM/A3T Flight Operations Division (USAFE-AFAFRICA, ANG and AFRC units), PACAF/A3T Operational Support Division, (PACAF), HQ ACC/A3J Personnel Recovery Division (ACC units) or HQ AETC/A3F (AETC units) for review and approval. Reference [Attachment 5](#) for waiver format.

1.12.1.1. Sequence of training waivers for ground, simulator, and flying events may be approved on a case-by-case basis by the unit operations officer. MAJCOM/A3T or ACC/A3J will approve all other modifications to formal school products.

1.12.1.2. Maintain a copy of approved waivers in the individual's training records.

1.12.2. Formal School Courseware Requests. For secondary method training, the waiver authority will include the appropriate formal school as an addressee on all correspondence and will request that the formal school forward applicable courseware to the aircrew member's unit of assignment. Courseware includes but is not limited to; the course syllabus of instruction (SOI), briefings, computer based training (CBT) modules, instructor guides, training guides and student grade sheets. This information may be web-based or available through other digital mediums. The unit training office will verify currency of the courseware obtained. **(T-2).**

1.12.2.1. Formal school courseware will only be used to train the individual referenced in the approved SMT waiver. **(T-2).**

1.12.2.2. If the course includes an end of course exam, substitute a locally developed exam with a minimum passing score of 85 percent. **(T-2).**

1.12.3. When a formal school course is authorized to be conducted in unit, the unit assumes responsibility for providing this training locally. The following applies to SMT: **(T-2).**

1.12.3.1. Training will be completed within 120 days from the first flight. Failure to complete within the specified time limit requires notification through channels to MAJCOM/A3T Flight Operations Division (USAFE-AFAFRICA, ANG and AFRC units), PACAF/A3T Operational Support Division, (PACAF), HQ ACC/A3J Personnel Recovery Division (ACC units) or HQ AETC/A3F (AETC units) with individual's name, rank, reason for delay, planned actions and estimated completion date. **(T-3).**

1.12.3.2. Ground training event prerequisites will be IAW the formal course SOI. **(T-2).**

1.12.3.3. Simulator training mission event prerequisites will be IAW the formal course SOI. **(T-2).** Reference the Training Media Substitution Section of the SOI for guidance on conducting training in different media (i.e. aircraft vs. simulator). Items that cannot be completed safely in the aircraft may be covered during table-talk discussion.

1.12.3.4. Flying training mission event prerequisites will be IAW the formal course SOI. **(T-2).**

1.12.3.5. Coordinate with the servicing MPF to ensure individuals acknowledge any Active duty Service Commitment (ADSC) required and that the ADSC is properly processed once training is completed.

1.13. Active Duty Service Commitments. Formal training conducted may incur an active duty service commitment IAW AFI 36-2107, *Active Duty Service Commitments (ADSC)*.

1.13.1. Units will ensure crewmembers who are directed to attend an education or formal training course, whether via Permanent Change of Station (PCS), TDY or Permanent Change of Assignment (PCA), process through the Military Personnel Flight (MPF) for ADSC counseling and completion of the AF Form 63, *Active Duty Service Commitment (ADSC) Acknowledgement Statement* or other required ADSC acknowledgment before entering an ADSC-incurring event. (T-1).

1.14. Training Records and Reports. Units will maintain a permanent training folder for each crewmember. Folders will be forwarded to gaining units when individuals PCS. IAW Career Field Education and Training Plans (CFETP), personnel in Air Force Specialty Code (AFSC) 1AXXX are exempt from maintaining an AF Form 623, *On-the-job Training Record*. Training will be documented as outlined in this instruction. (T-2).

1.14.1. Maintain individual training records IAW **Chapter 6** and the following:

1.14.1.1. AFI 11-202V1, *Aircrew Training*.

1.14.1.2. AFI 11-202V2, *Aircrew Standardization/Evaluation Program*.

1.14.1.3. AFI 11-401, *Aviation Management*.

1.14.1.4. AFI 11-421, *Aviation Resource Management*.

1.14.1.5. MAJCOM directives.

1.14.2. **Career Enlisted Aviators (CEA) Training Documentation.** Career Enlisted Aviator qualifications are separate from skill level qualification. When an AF Form 8, *Certificate of Aircrew Qualification*, is completed for the applicable flight evaluation, that crewmember is qualified to perform all duties assigned to that crew qualification regardless of skill level. Additionally, instructor and flight examiner qualifications are separate and distinct from on-the-job (OJT) trainer or certifier designation and are reflected in the AFSC by use of “K” prefix (aircrew instructor) and “Q” prefix (aircrew standardization and evaluation flight examiner).

1.14.3. **Unit Tracking of Training Requirements.** Units will track the following information for all crewmembers (as applicable): (T-1).

1.14.3.1. Ground training requirements and accomplishments.

1.14.3.2. Requirements and accomplishment of individual sorties, RAP sorties, sortie types and events cumulatively for the training cycle.

1.14.3.3. Total RAP sorties for determining RTM-defined lookback requirements.

1.14.3.4. Ground and flight training currencies.

1.14.4. Units will update Aviation Resource Management System (ARMS) “No Date” with either the date of the last FTU or USAFWS-equivalent training accomplished, or the unit mission certification date. (T-2).

1.15. In-Flight Supervision. If mission objectives include introductory tasks or instruction to correct discrepancies direct supervision by a qualified instructor is required. (T-1).

1.15.1. Supervision may be reduced as identified in **Attachment 3**. To qualify as a flying supervisor, individuals will meet experienced requirements of **Table 1.1**, will be selected by

the SQ/CC, and will be identified on the Letter of Certifications (Letter of X's) as a flying supervisor. (T-1).

1.15.2. Instructor Flight Engineers (IF) can conduct initial and recurring training for both MF and MG crewmembers in all tasks. An Instructor Aerial Gunner (IG) can conduct initial and recurring training for flight engineers in like tasks only. Like tasks are identified in [Table 5.3](#)

1.16. Aircrew Training While DNIF. Crewmembers whose status is “Duty Not Involving Flying” (DNIF) may log ground training events, including simulator training, if the member's physical condition allows. Consult the flight surgeon initiating the DD Form 2992, *Medical Recommendation for Flying or Special Operational Duty*, to determine if the DNIF status includes ground training limitations.

1.17. Intra Command and Inter Command Transfer of Aircrews. Losing units will screen individual flight and ground training records during unit out-processing to correct discrepancies prior to PCS. (T-3).

1.17.1. Personnel selected to fill an HH-60 flying position short tour requirement will be scheduled by the losing organization for simulator refresher, physiological, and other training to prevent unnecessary TDYs from short tour areas. (T-3). This guidance does not apply to personnel tasked to support a non-HH-60 MDS short tour / Extended Temporary Duty tasking; follow line remarks for these taskings.

1.17.2. Specialized Training/Certifications identified in [Table 5.3](#) may be accepted at the discretion of the gaining unit commander.

1.18. Waiver Authority and Routing. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, for a description of the authorities associated with the Tier numbers. Unless otherwise directed or annotated, waiver authority for contents of this instruction (to include T-1 and T-2) waivers is the MAJCOM/A3 with mission execution authority or COMAFFOR for contingency/expeditionary operations when units experience a change of operational control (CHOP).

1.18.1. With MAJCOM/A3 or COMAFFOR approval, the OG/CC may:

1.18.1.1. Extend MDS-specific ground training periods listed in the RTM and [Chapter 4](#) up to two months (60 days), on an individual basis. Non-MDS specific training waivers will be IAW reference directives.

1.18.1.2. Extend flying training listed in the RTM and [Tables 4.1.](#) and [4.2.](#) up to 60 days unless otherwise noted.

1.18.2. The OG/CC may waive 10 percent of the total hours and PAA hours required for upgrade in all crew positions, on an individual basis only. File a copy of the experience waiver in the individual's training record. Students will bring waiver letters to the formal school for insertion into their training record. (T-2).

1.18.3. Units will maintain a copy of approved waivers and track the following information: (T-2).

1.18.3.1. Waiver type.

1.18.3.2. Approval authority.

1.18.3.3. Approval date.

1.18.3.4. Waiver number.

1.18.3.5. Waiver expiration date.

1.18.4. Units will notify MAJCOM/A3T Flight Operations Division (USAFE-AFAFRICA, ANG and AFRC units), PACAF/A3T Operational Support Division, (PACAF), HQ ACC/A3J Personnel Recovery Division (ACC units) or HQ AETC/A3F (AETC units) by email when waivers to this volume are issued. **(T-2)**.

1.18.5. Units will utilize the AETC Form 6, *Waiver Request*, to request FTU course overages, FTU SOI waivers, or senior officer/key staff course (KSC) requests. Route FTU waiver requests to MAJCOM/A3T Flight Operations Division (USAFE-AFAFRICA, ANG and AFRC units), PACAF/A3T Operational Support Division, (PACAF), HQ ACC/A3J Personnel Recovery Division (ACC units) or HQ AETC/A3F (AETC units). MAJCOMs will forward the request to HQ AETC for approval. File a copy of approved waivers in the trainee's Aircrew Training Folder. Students will hand-carry a hard copy of approved waivers to the FTU course. **(T-2)**.

1.18.6. Waiver requests for pilots' noncurrent for shipboard operations will be forwarded to MAJCOM/A3T Flight Operations Division (USAFE-AFAFRICA, ANG and AFRC units), PACAF/A3T Operational Support Division, (PACAF), or HQ ACC/A3J Personnel Recovery Division (ACC units). The MAJCOM will then forward the request as outlined in Joint Pub 3-04 *Joint Shipboard Helicopter Operations*. Waiver format will be IAW Joint Pub 3-04. **(T-0)**.

1.18.7. Submit SMT waivers as outlined in [para 1.12](#) to MAJCOM/A3T Flight Operations Division (USAFE-AFAFRICA, ANG and AFRC units), PACAF/A3T Operational Support Division, (PACAF), HQ ACC/A3J Personnel Recovery Division (ACC units). **(T-2)**.

Chapter 2

INITIAL QUALIFICATION, DIFFERENCE, AND KEY STAFF TRAINING

2.1. General. This chapter specifies minimum training requirements for Initial Qualification (IQ), Difference Training, and Senior Officer Courses (SOC).

2.1.1. **IQT** provides aircrew the basic training necessary to initially qualify in flying duties without regard to a specific unit's mission. Upon completion, aircrew members attain Basic Aircraft Qualification (BAQ) status. BAQ is a prerequisite for all follow-on training, including MQT.

2.1.2. **IQT Methods.** The primary method of completion is to attend the appropriate formal training course listed in the Education and Training Course Announcements (ETCA). When attendance is not practical or no quotas exist, units will request a waiver to conduct in-unit qualification training. **(T-2).**

2.1.3. **Prerequisites.** Reference the current syllabus of instruction (SOI). The **AETC Bookstore** (<https://trss3.randolph.af.mil/bookstore/home/homePage.aspx>) is the primary source for all formal syllabi.

2.2. Unique Training. With OG/CC and Service-Equivalent approval, and when specifically authorized by AFI 11-401, H-60 series qualified crew members of US military services may temporarily occupy a crew position on the HH-60 to reestablish currency or establish a pyramid of instructors in order to initiate necessary unique training where no unit instructor(s) exist in the necessary crew position(s). Examples include, but are not limited to: Shipboard Operations, High-altitude Mountain Training, etc. As a minimum, a current (in all pertinent areas but in the event in which the crew is receiving training) and qualified USAF HH-60 instructor pilot will occupy a pilot's seat. **(T-1).**

2.2.1. The following familiarization training will be taught by a current and qualified Air Force HH-60 instructor Pilot before flight operations are conducted: **(T-1).**

2.2.1.1. Hands-on egress training.

2.2.1.2. Flight manual procedures review with emphasis on limitations and emergency procedures.

2.2.1.3. Series-specific instrument procedures.

2.2.1.4. Cockpit familiarization.

2.2.1.5. Air Force CRM and checklist procedures.

2.2.2. Document training completion on a MFR and retain locally until the applicable training is complete. **(T-2).**

2.3. Senior Officer Courses. Senior officers whose position requires operational flying in the HH-60 will complete the appropriate formal training course IAW AFI 11-202V1 and MAJCOM Supplements.

2.3.1. **HH-60 Key Staff Course.** This course provides basic orientation to senior officers who supervise/oversee flying operations for aircraft in which they are not qualified.

Completion of this course does not establish a qualification or currency requirement and graduates will fly with an instructor pilot on all sorties. **(T-1)**.

2.3.1.1. Rated Pilot Senior officers who supervise/oversee flying operations of the HH-60 may attend the HH-60 Key Staff course.

2.3.1.2. Prerequisites. Reference the current syllabus of instruction (SOI).

2.3.1.3. Course Method. IAW the current SOI located on the AETC Bookstore(<https://trss3.randolph.af.mil/bookstore/home/homePage.aspx>).

2.3.2. Non-rated Senior officers who supervise/oversee flying operations of the HH-60 may receive in-unit familiarization training and will observe operations from the cabin. **(T-1)**.

Chapter 3

MISSION QUALIFICATION TRAINING, LOCAL MISSION QUALIFICATION TRAINING AND MISSION CERTIFICATION

3.1. Mission Qualification Training. MQT begins at the FTU and provides the training necessary to initially qualify or re-qualify aircrew members to perform the unit mission. Upon completion, aircrew members maintain Basic Aircraft Qualification (BAQ) status.

3.1.1. Method. The primary method of completion is to attend the appropriate formal training course listed in the ETCA. When attendance is not practical or no quotas exist, units may request a waiver to conduct in-unit qualification training. **Note:** Ensure initial NVG ground training is conducted IAW AFI 11-202V1.

3.1.2. MQT Prerequisites. Reference the current syllabus of instruction (SOI).

3.2. Local Mission Qualification Training. LMQT integrates first assignment HH-60 crewmembers into their first operational assignment and bridges the gap between MQT conducted at the FTU and what is required of a Combat Mission Ready Airman. LMQT also provides those experienced crewmembers that PCS from another unit an introduction into daily flying operations and familiarization of the local flying area at the new unit.

3.2.1. Method: In-unit using MAJCOM approved Training Plans/SOI. Approved Training Plans/SOI are posted on the **ACC/A3JT Website** (<https://acc.eim.acc.af.mil/org/A3/A3J-PR/A3JT/default.aspx>). An instructor will conduct all LMQT instruction in the respective crew position unless otherwise noted in the Training Plan/SOI. **(T-2).**

3.2.2. Prerequisites. Qualified HH-60 crewmember.

3.2.3. Restrictions: Aircrew arriving from the FTU will not fly unsupervised until LMQT is complete. **(T-2).** **Exception:** SQ/CCs may authorize limited flights provided members are current and specific LMQT training required for the sortie is complete.

3.2.3.1. Aircrew in units north of 60 north latitude who are scheduled to complete LMQT during the summer months (April through September), have until 31 October to complete the required night/NVG training events. The unit commander may approve crewmembers that are not LMQT complete for night/NVG events as Mission Ready for local area flight training only. **Note:** Night/NVG currency will be gained if aircrew members are assigned TDY or deployed south of 60° North latitude. **(T-1).**

3.2.3.2. Complete LMQT no later than (NLT) 90 calendar days after the crewmember's first training day at the gaining operational unit (ARC: NLT 180 days from date of the first flight). In unit training will begin no later than 45 days [90 days for the Air Reserve Component (ARC)] after reporting to a new duty station or unit. First Term Airman Center (FTAC) training time does not count against the 90 day LMQT requirement. **(T-3).**

3.2.4. Aircrew arriving from the FTU following IQT/MQT or requalification training will maintain BAQ status until complete with MQT/LMQT or the AETC Instructor Training Theater Indoctrination course and earn subsequent designation as CMR/BMC.

3.2.5. Personnel that PCS as a CMR or BMC aircrew member maintain CMR/BMC status upon arrival at their next duty station. For these personnel, LMQT is used to train to unit specific tasks but will not affect CMR/BMC status.

3.3. TDY Aircrew Members. Unit commanders will establish familiarization requirements for higher headquarters supervisory personnel and Stan/Eval personnel, as well as TDY aircrew members required to conduct specific operational missions or administer training or evaluation flights. **(T-2).** These crewmembers will familiarize themselves with the local environment to the maximum extent practical before their first flight.

3.4. Mission Certification. The Sq/CC will certify crewmembers as BMC or CMR upon completion of training requirements. **(T-2).**

3.4.1. Basic Mission Capable Certification (BMC). Certification as BMC requires the following: **(T-2).**

3.4.1.1. Completion of all BMC-related ground training IAW the RTM. Training missions may be flown before completing all items listed, provided grounding events are accomplished.

3.4.1.2. Completion of all BMC-related flying training IAW **Tables 4.1, 4.2** and the RTM. SQ/CCs may allow crewmembers to fly unsupervised before all ground training is complete provided remaining ground training does not mandate supervision and will not affect mission accomplishment.

3.4.2. Combat Mission Ready (CMR) Certification. Certification as CMR requires the following: **(T-2).**

3.4.2.1. Completion of all CMR-related ground training IAW the RTM. Individual will be current for all events which affect CMR status.

3.4.2.2. Completion of all CMR-related flying training IAW **Tables 4.1, 4.2** and the RTM. Individual will be current for all events which affect CMR status.

3.4.2.3. Qualification and/or certification in any specialized training required for CMR status.

3.4.2.4. Meet 1-month lookback at the CMR sortie rate.

Chapter 4

CONTINUATION TRAINING

4.1. General. This chapter combined with the MAJCOM RAP Tasking Memorandum defines minimum ground and flying training requirements for BAQ, BMC and CMR crewmembers. CT provides aircrew the training necessary to maintain flying proficiency and consists of two aspects. The first involves training in the basic flying skills necessary to ensure the safe operation of the aircraft (Non RAP). The second consists of specific mission-related training required to be proficient in the unit's assigned missions (RAP).

4.2. Ground Training. Ground training will be accomplished IAW the RAP Tasking Memorandum, ancillary training requirements, and this AFI. **(T-2).** The RTM establishes event frequency, identifies grounding events, and reflects if mission status is affected.

4.2.1. Units may credit ground training accomplished during IQT/MQT/LMQT toward CT requirements for the training cycle in which it was accomplished. **Note:** Unit commanders will determine mobility ground training requirements for aircrew members assigned to Training and Test coded units or API-8/D positions. **(T-2).**

4.2.2. Event descriptions and amplifying guidance is listed in [Attachment 2](#) of this AFI.

4.3. Flying Training. Aircrew will accomplish flying training requirements applicable to their individual crew position IAW [Table 4.1](#), [Table 4.2](#), and as specified by the RTM. BAQ-only aircrew will maintain currency in applicable events noted as BAQ in flying training tables. Failure to accomplish flying requirements may affect BMC/CMR status and require additional training. **(T-2).**

4.3.1. Crewmembers assigned/attached to Training or Test-coded units will accomplish the BMC requirements as shown in the RTM for those events that they are qualified/certified. Failure to accomplish requirements will not affect instructor status, but will require training as determined by the SQ/CC. Additionally, the SQ/CC will determine which requirements listed in [Table 4.1](#) and [Table 4.2](#) will be maintained by assigned/attached aircrew members. **(T-2).**

4.3.2. Event descriptions, requirements, and amplifying guidance are listed in [Attachment 3](#).

Table 4.1. Pilot Currencies (T-1).

Sortie/Event	ARMS ID	*Currency	Affects BMC/CMR	NOTES
BAQ EVENTS				
Basic Sortie	SX03	45 Days	No	2
Contact Sortie	SX31	90 Days	No	2,6
EP Sortie	SX32	90 Days	No	2,6
Remote Sortie	SX33	90 Days	No	1,2,6
Instrument Approach	AP31	45 Days	No	2,6
NVG Sortie	SX36	90 Days	No	4,6

Hot Refuel	AR11	12 Months	BMC/CMR	5
MSN EVENTS				
Low Level (Day or NVG)	LE00	90 Days	BMC/CMR	3,6
Close Combat Attack	GU05	180 Days	CMR	6,9
Helicopter Air-to-Air Refueling, Day	AR01	180 Days	BMC/CMR	4,6
Helicopter Air-to-Air Refueling, NVG	AR03	180 Days	BMC/CMR	4,6,7,8
Formation (Day or NVG)	RA22	90 Days	BMC/CMR	3,6
Restricted Visibility Operations	AP07	90 Days	CMR	6,9
CDTQT	ME08	As directed by SQ/CC	CMR	6,9
AHC	SX10	12 Months	BMC/CMR	6,9
CERTIFICATIONS				
Bambi Bucket	ME55	24 Months	No	5,6
Sling Load	ME15	24 Months	No	5,6
Day Water Ops	RA14	120 Days	CMR	5,6
Day Ship, Single Spot	SR69	IAW JP-3-04	No	5,6,10
Day Ship, Multi Spot	SR68	IAW JP-3-04	No	5,6
NVG Ship, Single Spot	SR54	IAW JP-3-04	No	5,6,7,8,10
NVG Ship, Multi Spot	SR55	IAW JP-3-04	No	5,6,7,8
NVG Water Ops	RA44	90 Days	No	5,6,7,8
FCF Sortie	SC01	12 Months	No	5,6
Fixed Forward Fire	RB08	180 Days	No	6,9
<p>Notes:*Currencies expressed in months expire at the end of the calendar month. Reference Attachment 3 for sortie/event, supervision and recurrency requirements.</p> <ol style="list-style-type: none"> 1. Not required for BMC or CMR crewmembers 2. Loss of currency in excess of 6 months results in loss of BAQ 3. Loss of currency in excess of 6 months results in loss of Mission qualification. 4. Loss of currency in excess of 6 months results in loss of qualification for the event. 5. Loss of currency IAW para 4.6.2.3. and 4.6.2.4. and JP-3-04 for Shipboard Operations. 6. Completion credits/updates Basic sortie requirement. 7. Completion credits/updates equivalent day requirement(NVG Water updates Day Water) 8. Completion credits/updates NVG Sortie requirement. (NVG HAAR updates NVG sortie). 9. Loss of currency does not affect qualification or certification. Regain currency by performing event. 10. Completion of Single Spot Ship Landings credit/update Multi Spot Ship Landing requirements. 				

Table 4.2. Flight Engineer (FE)/Aerial Gunner (AG) Currencies (T-1).

Sortie/Event	ARMS ID	*Currency	Affects BMC/CMR	NOTES
BAQ EVENTS				

Sortie/Event	ARMS ID	*Currency	Affects BMC/CMR	NOTES
Basic Sortie	SX03	45 Days	No	2
EP Sortie	SX32	90 Days	No	2,6
Remote Sortie	SX33	90 Days	No	1,2,6
NVG Sortie	SX36	90 Days	No	4,6
Hot Refuel	AR11	12 Months	BMC/CMR	5
MSN EVENTS				
Low Level (Day or NVG)	LE00	90 Days	BMC/CMR	3,6
Close Combat Attack	GU05	180 Days	CMR	6,9
Helicopter Air-to-Air Refueling Day	AR01	180 Days	BMC/CMR	4,6
Helicopter Air-to-Air Refueling NVG	AR03	180 Days	BMC/CMR	4,6,7,8
Formation (Day or NVG)	RA22	90 Days	BMC/CMR	3,6
Restricted Visibility Operations	AP07	90 Days	CMR	6,9
CDTQT	ME08	As directed by SQ/CC	CMR	6,9
AHC	SX10	12 Months	BMC/CMR	6,9
CERTIFICATIONS				
Bambi Bucket	ME55	24 Months	No	5,6
Sling Load	ME15	24 Months	No	5,6
Day Water Ops	RA14	120 Days	CMR	5,6
NVG Water Ops	RA44	90 Days	No	5,6,7,8
FCF Sortie	SC01	12 Months	No	5,6
HOIST/AIE EVENTS				
Hoist	ME61	90 Days	BMC/CMR	5
Fast Rope	ME58	90 Days	BMC/CMR	5
Rappel	ME60	90 Days	BMC/CMR	5
Rope Ladder	ME59	90 Days	BMC/CMR	5
Stokes Litter	ME62	90 Days	BMC/CMR	5
GUNNERY EVENTS				
Gunnery	GU01	90 Days	BMC/CMR	4,6
GAU-2	GU02	120 Days	CMR	5,10
GAU-18	GU03	120 Days	CMR	5,10
M-240	GU04	120 Days	CMR	5,10,11
<p>Notes:*Currencies expressed in months expire at the end of the calendar month. Reference Attachment 3 for sortie/event, supervision and recurrency requirements.</p> <ol style="list-style-type: none"> 1. Not required for BMC or CMR crewmembers 2. Loss of currency in excess of 6 months results in loss of BAQ. 3. Loss of currency in excess of 6 months results in loss of Mission qualification. 4. Loss of currency in excess of 6 months results in loss of qualification for the event. 5. Loss of currency IAW para 4.6.2.3. and 4.6.2.4. 6. Completion credits/updates Basic sortie requirement. 7. Completion credits/updates equivalent day requirement(NVG Water updates Day Water,) 8. Completion credits/updates NVG Sortie requirement. (NVG HAAR updates NVG sortie). 9. Loss of currency does not affect qualification or certification. Regain currency by 				

Sortie/Event	ARMS ID	*Currency	Affects BMC/CMR	NOTES
performing event. 10. Completion credits/updates Gunnery Event. 11. Applicable to AFRC only				

4.4. Special Categories.

4.4.1. **Flight Surgeon.** Flight surgeons whose primary assigned aircraft is the HH-60 will complete the following ground training requirements: **(T-2)**.

4.4.1.1. Aircrew Flight Equipment Familiarization

4.4.1.2. Emergency Egress Training, Non-Ejection

4.4.1.3. Aircrew Flight Equipment Training

4.4.1.4. Underwater Egress Training (UET) and Helicopter Emergency Escape Device (HEED). (N/A AETC).

4.4.2. **Flight Training.** Units will ensure flight surgeons receive adequate supervision/instruction when flying on unit assigned aircraft. A flight surgeon's Initial HH-60 flight will include a briefing emphasizing crew coordination, communications and the location/use of aircraft emergency equipment. **(T-1)**.

4.4.3. Flight surgeon flying rates and requirements will be IAW AFI 11-202V1. **(T-2)**.

4.4.4. **MAJCOM/NAF API-8/D aircrew.** HHQ aircrew will be attached to a flying unit IAW AFI 11-401. Those HHQ aircrew maintaining BMC status are exempt from specialized training programs within authorized mission areas and are not required to meet monthly lookback sortie requirements IAW the RTM. HHQ evaluator certified/instructor qualified crew members may perform duties if current and qualified for the applicable missions/events.

4.4.5. **Active Duty Crewmembers Flying with ANG and AFRC Units:** Active duty crewmembers other than assigned advisors are authorized to fly with reserve component units under restrictions identified in AFI 11-401. Each crewmember will present documentation summarizing currencies, egress training, flight qualifications, etc., to the unit where flying is performed. **(T-1)**.

4.5. Multiple Qualification. Multiple qualification will be IAW AFI 11-202V1 and the following:

4.5.1. Submit multiple qualification requests through command channels to MAJCOM Stan Eval. **(T-2)**.

4.5.2. Aircrew members will complete training IAW an approved syllabus. **(T-1)**.

4.5.3. Crewmembers will fly at least once each 45 days in each aircraft and satisfy established currency requirements for each aircraft. **(T-1)**.

4.6. Re-Currency Training. Training required whenever an aircrew member does not meet a currency requirement of this instruction.

4.6.1. Loss of Currency (up to 6 Months). Failure to maintain currency IAW **Table 4.1**, **Table 4.2**, or as outlined in the RTM, results in a loss of currency for that sortie/event. The sortie/event may not be performed except for the purpose of regaining currency. **(T-1)**.

4.6.1.1. Unless specifically noted otherwise, crewmembers are non-current the day after event currency expires.

4.6.1.2. To regain currency, delinquent events will be demonstrated to the satisfaction of an instructor or flying supervisor. The SQ/CC may direct additional training as required.

4.6.1.2.1. Supervision requirements are defined in **Attachment 3**.

4.6.1.2.2. SQ/CCs will track experienced crewmembers authorized to perform flight supervision duties on locally generated Letter of Certifications (Letter of X's). Flying supervisor's duty code will be IAW AFI 11-401 when performing supervision duties. **(T-2)**.

4.6.2. Loss of Currency Exceeding 6-Months.

4.6.2.1. Loss of currency for BAQ events identified in **Tables 4.1** and **4.2** in excess of six months results in the loss of BAQ. **(T-1)**. Notify Squadron Standards & Evaluations of affected personnel immediately. Requalification will be IAW para **4.6.4**

4.6.2.2. Loss of currency for MSN events identified in **Tables 4.1** and **4.2** in excess of six months results in loss of mission qualification. **(T-1)**. Notify Squadron Standards & Evaluations of affected personnel immediately. Requalification will be IAW para **4.6.4**

4.6.2.3. Loss of currency exceeding 6 months but less than 36 months for instructor certified events results in loss of certification. Crewmembers will accomplish training as directed by the SQ/CC and re-certification by an instructor. **(T-1)**.

4.6.2.4. Loss of currency exceeding 36 months for instructor certified events results in loss of certification. Crewmembers will accomplish training as outlined in the Training Plan/SOI followed by recertification. **(T-1)**.

4.6.3. Currency for Training North of 60° North Latitude. Aircrew members assigned to units north of the 60° parallel will handle night/NVG currency as follows: **(T-1)**.

4.6.3.1. Only day sortie/event currencies from 1 April to 30 September need to be maintained. Consider all experienced crew members current for night sorties/ events on 1 October providing day currencies have been maintained. Inexperienced aircrew members will regain night currency by demonstrating proficiency in delinquent sorties/events to an instructor.

4.6.3.2. NVG currency does not need to be maintained from 1 April through 30 September, however to remain BMC/CMR, currency will be regained by 31 October. To regain currency, the most appropriate instructors, as selected by the SQ/CC will fly an NVG route. Other non-current crew members will regain currency by demonstrating proficiency to an instructor.

4.6.4. Requalification Training. IAW AFI 11-202V1, AFI 11-202V2, AFI 11-2HH-60V2, and this instruction.

4.7. N-BMC/N-CMR Regression. Aircrew may be regressed to N-BMC or N-CMR for one or more of the reasons listed in the following paragraphs. **Exception:** HQ AETC determines regression policy and guidance for FTU aircrew.

4.7.1. While N-BMC/N-CMR, the SQ/CC will determine missions aircrew may perform and supervision required. **(T-1).**

4.7.2. Units will track regression of all aircrew using the unit certification document or approved unit developed product. **(T-2).**

4.7.3. **Regression for loss of currency.** Currency status for the purpose of tracking and reporting regression will be determined by units on the first duty day of each month.

4.7.3.1. Aircrew delinquent for a ground training event affecting BMC/CMR status will be regressed to N-BMC/N-CMR. Crewmembers will accomplish the required ground training IAW governing directives prior to recertification. **(T-1).**

4.7.3.2. Loss of Flying Training Currency. Loss of currency in a flight training sortie/event affecting BMC/CMR status will result in regression to N-BMC/N-CMR. Crewmembers will regain currency in the delinquent sortie/event prior to being recertified as CMR. **(T-1).** **Note:** N-BMC/N-CMR crewmembers may fly unsupervised on CONUS and OCONUS missions if delinquent events are not flown, are not required for mission accomplishment, and do not result in loss in aircraft currency or qualification. OG/CC approval is required for other than local, routine or non-contingency missions.

4.7.4. **Regression for Failure to Meet RAP Lookback.** 1-month and 3-month RAP lookback sortie requirements (rates) will be defined in the RTM. Both 1-month and 3-month sortie lookback totals will be calculated on the first duty day of each month for both BMC and CMR aircrew. Only designated RAP sorties and contingency operations sorties may be used to determine lookback. **(T-1).**

4.7.4.1. Lookback computations for new aircrew members begin following completion of LMQT. New aircrew members who have been mission certified for less than 3 months will meet 1-month lookback to maintain status until a 3-month lookback is established. **(T-2).** SQ/CCs may apply probation rules if a new aircrew member fails to meet 1-month lookback while establishing 3-month lookback.

4.7.5. **Failure to Meet 1-Month and/or 3-Month Lookback.** If a BMC/CMR aircrew member does not meet 1-month RAP lookback requirements, a review will be made of their 3-month RAP lookback requirements. If the 3-month lookback has been met, aircrew may, at SQ/CC discretion, remain in BMC/CMR status. If an aircrew member fails to meet the 3-month lookback requirement, SQ/CCs may either place the crewmember in probation status for one month or regress the crewmember to N-CMR/N-BMC. **(T-1).**

4.7.6. Probation. If SQ/CC chooses probation, the aircrew member will reestablish a 1-month lookback at the end of the probation period to remain BMC/CMR. Failure to establish a 1-month lookback at the end of the probation period will result in regression to N-BMC/N-CMR. **(T-1).**

4.7.7. CMR/BMC crewmembers regressed to N-CMR/N-BMC will complete a SQ/CC-approved recertification program. Upon completion of the program, crewmembers will meet 1-month lookback prior to recertification as CMR/BMC. Missions and events accomplished

during the recertification program apply toward monthly and training-cycle RAP requirements. **(T-1)**.

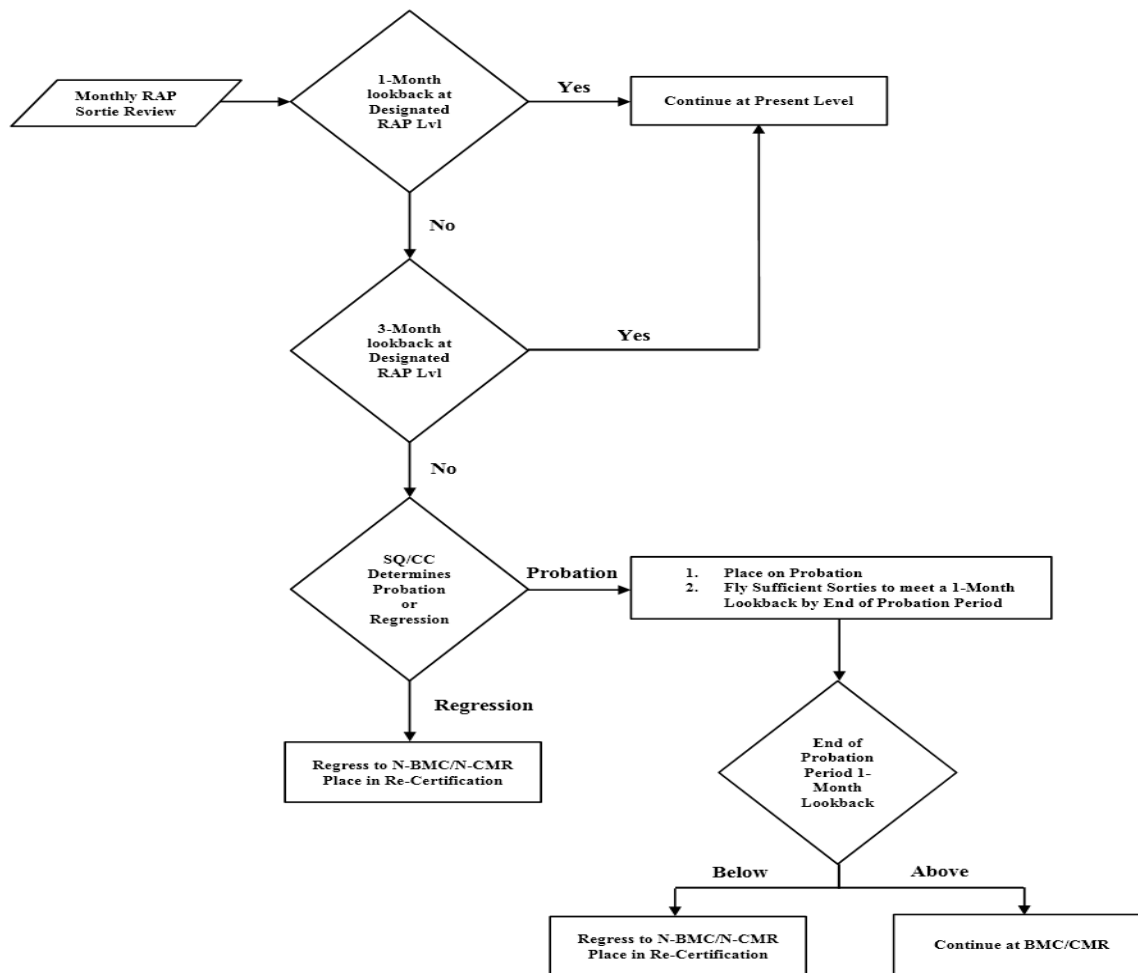
4.7.8. For aircrew members who do not meet lookback requirements throughout the training cycle, the SQ/CC may elect to initiate the following actions:

4.7.8.1. Remove the aircrew member from active flying status.

4.7.8.2. Remove the aircrew member from a CMR manning position.

4.7.8.3. Place aircrew member in a commander directed training program to regain CMR status.

Figure 4.1. RAP Lookback Flow.



4.7.9. **Regression for failure of a Periodic Evaluation.** Aircrew members who fail a periodic evaluation will regress to N-CMR or N-BMC, as applicable. BMC or CMR will be regained upon successful re-accomplishment of evaluation unless additional training is deemed appropriate by the SQ/CC or SQ/DO. **(T-1)**.

4.8. End-of-Cycle Requirements. Aircrew who fail to complete RTM-defined, end-of-cycle sortie and/or event requirements may require additional training depending on the type and

magnitude of the deficiency. In all cases, report training shortfalls IAW RTM guidance. End-of-Cycle training requirements are based on the aircrew members experience level on the last day of the current training cycle. (T-2).

4.8.1. Failure to Meet End-of-Cycle Total RAP Sortie Requirements. Aircrew failing to meet end-of-cycle total RAP sortie requirements may continue at CMR/BMC if both 1- and 3 month RAP lookback requirements are met and sortie deficiencies are deemed insignificant by the SQ/CC. If the SQ/CC determines the sortie deficiency is significant or lookback is not met, the crew member will regress to N-CMR/N-BMC. To regain CMR/BMC status, aircrew will complete a SQ/CC approved recertification program. (T-1).

4.8.2. Failure to Meet End-of-Cycle RAP Event Requirements. Aircrew failing to meet end-of-cycle RAP event requirements will regress to N-BMC/N-CMR. Prior to CMR/BMC recertification, aircrew will complete all deficient events and any additional training as determined by the SQ/CC and/or DO. (T-1). Remedial events may count towards total requirements for the new training cycle.

4.8.3. Failure to Meet End-of-Cycle Special Capabilities/Qualifications. SQ/CC will determine if shortfalls warrant loss of Special Capability certification and regression to Non-CMR/Non-BMC. (T-1).

4.9. Proration of End-of-Cycle Training Requirements. At the end of the training cycle the SQ/CC may prorate training requirements for crewmembers when Duty Not Including Flight (DNIF), emergency leave, “non- flying” TDYs/exercises/deployments (ANG, AFRC: mandatory training required for civilian employment) preclude training for a portion of the training cycle. Ordinary leave will not be considered as non-availability. Extended bad weather or other environmental factors that preclude the unit from flying for more than 15 consecutive days may be considered as non-availability. Commanders will not prorate for time deployed for contingency operations unless the individual(s) were assigned to non-flying positions. (T-2).

4.9.1. Proration will only be used to adjust for genuine circumstances of training non-availability, not to mask training or planning deficiencies. (T-1).

4.9.2. Proration is based on cumulative days of non-availability for flying during the training cycle. Add separate cumulative non-availability events together for the total approved proration. Use [Table 4.3](#) to determine the number of months to be prorated based on cumulative calendar days of non-availability.

4.9.3. If IQT or MQT is completed after the start of the training cycle, prorate training requirements for availability following completion of formal training.

Table 4.3. Proration Allowance (T-2).

CONSECUTIVE DAYS OF NON- FLYING	MONTHS OF PRORATION ALLOWED	CONSECUTIVE DAYS OF NON- FLYING	MONTHS OF PRORATION ALLOWED
0-15	0	316-345	11
16-45	1	346-375	12
46-75	2	376-405	13
76-105	3	406-435	14
106-135	4	436-465	15

136-165	5	466-495	16
166-195	6	496-525	17
196-225	7	526-555	18
226-255	8	556-585	19
256-285	9	586-615	20
286-315	10		
Example: Capt Jones was granted 19 days of emergency leave in January and attended SOS in residence from March through April for 57 consecutive calendar days. His SQ/CC authorized a total of 3 months proration from his training cycle (1 month for emergency leave and 2 months for SOS).			

4.9.4. Prorated numbers resulting in fractions of less than 0.5 will be rounded to the next lower whole number, but no requirement may be prorated below one.

4.9.5. Newly assigned/converted crewmembers achieving CMR/BMC after the 15th of the month are considered to be in CT on the first day of the following month for proration purposes. The prorated share of RAP sorties will be completed in CT.

4.9.6. NVG and Helicopter Air-to-Air Refueling (HAAR) accomplished during MQT may be credited toward prorated CT requirements if accomplished during the cycle in which the crewmember was declared CMR/BMC, unless specified otherwise by the MAJCOM.

4.9.7. An aircrew member's last month on station prior to departing PCS may be prorated provided 1-month's proration is not exceeded. For reporting purposes, individuals departing PCS may be considered CMR during a period of 60 days from the date of last flight, or until loss of CMR currency, port call date, or sign in at new duty station.

4.9.8. CMR crewmembers who attend FTU or USAFWS courses in TDY status and/or who participate in actual flying contingency operations may be reported throughout the TDY as CMR. Upon return, apply proration rules to determine any remaining training cycle requirements (see [Table 4.3](#)).

4.9.9. **Contingency Operations.** All flying activity will be documented in ARMS if the event meets requirements of this AFI and the RTM regardless of the location flown. While "training" is not conducted during contingency operations, aircrew should not log a mission or event during contingency operations if it does not meet the requirements outlined in this AFI and the RTM. Missions/events will be tracked IAW RTM guidance. **(T-1).**

Chapter 5

UPGRADE/SPECIALIZED TRAINING

5.1. General. This chapter specifies minimum training requirements for upgrade and specialized training. Currency requirements for specialized events are identified in **Chapter 4**.

5.1.1. Upgrade and specialized training listed in this chapter will follow a MAJCOM approved Training Plan/Syllabus of Instruction (SOI). ACC approved Training Plans/SOIs are posted on the **ACC/A3JT Website** (<https://acc.eim.acc.af.mil/org/A3/A3J-PR/A3JT/default.aspx>). When MAJCOM approved Training Plans/SOIs do not exist, units may develop in-unit products. Submit these products to MAJCOM/A3T Flight Operations Division (USAFE-AFRAFICA, ANG and AFRC units), PACAF/A3T Operational Support Division, (PACAF), HQ ACC/A3J Personnel Recovery Division (ACC units) or HQ AETC/A3F (AETC units) for approval prior to implementation. **(T-2)**.

5.1.2. Break In Training (BIT). Reference the Training Plan/SOI for specific guidance regarding a Break In Training. In the absence of Training Plan/SOI guidance, use the following: If a student experiences an extended period without flying (consider at least 7 calendar days, but no more than 14 calendar days, 35 for AFRC) the Director of Operations or designated representative may approve an additional non-graded sortie, and SQ/CCs up to two more.

5.2. DELETED

5.2.1. DELETED

5.2.1.1. DELETED

5.2.2. DELETED

5.2.3. DELETED

Table 5.1.

5.3. Mission Copilot (MC) to Mission Pilot (MP) Upgrade. In unit upgrade program to qualify MCs as MPs.

5.3.1. Method: Completion of MAJCOM approved training plan/SOI followed by an evaluation IAW AFI 11-2HH-60 V2. **(T-2)**.

5.3.1.1. Unit commanders will personally review each candidate's progression through the training program and base selection on demonstrated knowledge, judgment, maturity, crew interaction, mission management and professionalism. Flying hours alone cannot be accepted as criteria for any one or all qualities. **(T-2)**.

5.3.2. Prerequisites: HH-60/MC MSN qualification and flying time requirements identified in **Table 5.2** are required prior to entering MP upgrade. **(T-2)**.

5.4. Mission Pilot (MP) Upgrade. (Legacy MP IQT Graduates). Upgrade program that leads to certification as a Mission Aircraft Commander for pilots who received a MP qualification on their Form 8 from the FTU. These pilots do not lose the MP qualification upon

PCS to an operational unit, however unit commanders will ensure that individuals who do not meet hour requirements of **Table 5.2** are restricted from performing Mission Pilot duties unless under the direct supervision of an instructor. This restriction will be documented by placing a MFR in the members' FEF and updating the units Letter of Certifications (Letter of Xs). Recurring MP evaluations will contain a restriction on the Form 8 until hour requirements are attained. The restriction will be lifted upon Mission Aircraft Commander certification. **(T-1)**.

5.4.1. Method: SQ/CC certification upon completion of SQ/CC approved training plan/SOI. Document certification by updating the units Letter of Certifications (Letter of Xs). A MP evaluation is not required unless the member was downgraded IAW AFI 11-2HH-60 V2 guidance. **(T-2)**.

5.4.1.1. Unit commanders will personally review each candidate's progression through the training program and base certification on demonstrated knowledge, judgment, maturity, crew interaction, mission management and professionalism. Flying hours alone cannot be accepted as criteria for any one or all qualities. **(T-2)**.

5.4.2. Prerequisites: HH-60/MP INIT MSN qualification from the FTU and hour requirements of **Table 5.2** will be met prior to upgrade. **(T-2)**.

5.4.3. Restrictions: Restrict pilots who do not meet the hour requirements of **Table 5.2** to MC duties unless under direct instructor supervision.

Table 5.2. Mission Pilot/Mission Aircraft Commander Upgrade Flying Time Requirements (T-2).

HH-60 Time	Total NVG Time
200 Hours	100 Hours
NOTES: 1. Does not include "Other" time. 2. Any H-60 variant counts toward HH-60 time. 3. Time accrued at the FTU counts toward HH-60 time. 4. This table not applicable for AETC.	

5.5. Aircrew Instructor Upgrade.

5.5.1. Unit commanders will personally review each instructor candidate's qualifications and select instructors based on their background, experience, maturity, and potential to instruct. The following characteristics will be considered: **(T-2)**.

5.5.1.1. Judgment. The candidate shall possess the judgment necessary to meet unexpected or induced emergencies and the ability to exercise sound judgment through mature realization of their own, their student's and the aircraft's limitations.

5.5.1.2. Personal Qualities. The candidate shall have patience, tact, understanding and a desire to instruct others.

5.5.1.3. Technical Knowledge. The candidate shall be thoroughly familiar with respective aircraft systems and equipment, normal and emergency operating procedures, as well as publications applicable to crew position and unit mission.

5.5.1.4. Flying Proficiency. Individuals selected shall be qualified and current in specific design aircraft. Previous HH-60 instructors may requalify directly to instructor status with SQ/CC approval.

5.5.1.5. Flying Experience. Candidates shall possess a reasonable background of flying experience to have developed desired standard of knowledge, judgment and proficiency. Flying hours alone cannot be accepted as criteria for any one or all qualities.

5.5.2. Method: Formal course attendance listed in the ETCA. When attendance is not practical or no quotas exist, units may request a SMT waiver to conduct in-unit qualification training.

5.5.3. Prerequisites. Initial instructor upgrade candidates will be BMC/CMR in their unit's mission, meet prerequisites listed in formal school syllabus, and flying hour requirements established below. (T-2).

5.5.3.1. Mission Instructor Pilot Candidates. MPs will have 100 hours of total primary or secondary time, of which 50 hours shall be primary time in design series aircraft and be Flight Lead certified. The AETC FTU WG/CC will determine the minimum flight hours required for upgrade of FTU permanent party exchange officer instructor candidates. (T-2).

5.5.3.2. INSTM/QUAL IPUG (Dash-1 IP). MPs will have 75 hours primary/secondary time, of which 30 hours shall be primary time in design and series aircraft. Upon qualification the IP may instruct BAQ items identified in [Table 4.1](#) Additionally, if certified, Dash -1 IPs may instruct Bambi Bucket, Sling Load, Day Water Operations, and FCF procedures. **Note:** The intent of the INSTM/QUAL IP program is to advance those MPs who demonstrate the professional acumen and determination to become an IP but lack required hours for the mission IPUG program. A syllabus waiver is required to execute the applicable portion of the IPUQ SOI. Additionally, a SMT waiver is required for in unit training. (T-2).

5.5.3.3. Flight Engineer (MF)/Aerial Gunner (MG) Initial Instructor Candidates. Minimum of 1-year flight experience in assigned aircraft or 300 hours helicopter time, to include 100 hours NVG time. Instructor candidates will be qualified in the mission, event and maneuver before instructing in the same mission, event and maneuver. (T-2).

5.5.3.4. Upgrade of Instructor Aerial Gunners to IF qualification after they have transitioned to MF qualification will be at SQ/CC discretion. Candidates will complete a tailored training program designed around the Formal Syllabus and certified by the SQ/CC. An IF Initial Instructor Evaluation will be administered IAW AFI 11-2HH-60V2 at the completion of training. (T-2).

5.6. Specialized Training/Certifications. SQ/CCs will select qualified crewmembers to maintain special certifications in order to meet DOC statement/unique mission requirements. (T-1). Training is normally conducted in-unit after completion of LMQT and requires certification by a qualified instructor.

5.6.1. Training will be completed under the supervision of a current and qualified instructor unless otherwise noted. (T-1).

5.6.2. Like Events. **Table 5.3** identifies like events that may be instructed by both “IF” and “IG” qualified crewmembers or supervised by designated “MF” and “MG” flying supervisors.

Table 5. 1

5.6.3. **Restrictions.** Certifications carry over when upgraded to a higher qualification or level of responsibility. Recertification is not required when upgraded in the same crew position or the item is identified as a Like Event. **Exceptions:**

5.6.3.1. Night Water Operations certification will not carry over when a pilot upgrades to instructor. Certification as a Night Water Instructor Pilot is required. **(T-2).**

5.6.3.2. Day and Night Water Operations certification will not transfer from the MG qualified to the MF crew position and will require recertification. **(T-2).**

5.7. Instructor Certified Events. The following section identifies instructor certified events. Document certification via an AF Form 4348 as outlined in para **6.10 (T-2).**

5.7.1. **Additional Weapon System (GAU-18, or M-240) (MF/MG).** Certifies crewmembers on the operation and employment of a subsequent weapon system IAW T.O. 1H-60(H)G-1 and AFTTPs.

5.7.1.1. Method: MAJCOM Approved Training Plan/SOI. **(T-2).**

5.7.1.2. Prerequisite: Current and qualified on a HH-60 weapon system. **(T-2).**

5.7.2. **Altitude Hold and Hover Stabilization (AHHS) (P).** Certifies pilots to conduct operations utilizing the AHHS system. This event is a one-time certification without an associated currency requirement.

5.7.2.1. Method: MAJCOM Approved Training Plan/SOI. **(T-2).**

5.7.2.2. Prerequisite: None.

5.7.3. **Bambi Bucket (All).** Certifies crewmembers to operate the Bambi Bucket system IAW applicable AFIs, AFTTPs and technical orders.

5.7.3.1. Method: MAJCOM Approved Training Plan/SOI. **(T-2).**

5.7.3.2. Prerequisite: Sling Load and Day Water Operations certification. **(T-2).**

5.7.4. **Basic Helicopter Maneuvering (BHM) and Helicopter Air Combat Maneuvering (ACM) (All).** BHM certifies crewmembers to participate in air-to-air training against a HH-60 and ACM certifies crewmembers to participate in air-to-air training against both fixed wing and rotary wing threats. Both events are a one-time certification without an associated currency requirement.

5.7.4.1. Method: In unit training utilizing USAFWS SOI. Training will be conducted by a USAFWS graduate or an IP certified by a USAFWS graduate. A certified IF/IG may also provide instruction or certify an MF/MG in training events **(T-2).**

5.7.4.2. Prerequisite: None. (Note: BHM certification must precede ACM certification).

5.7.5. Day Water Operations (All). Certifies crewmembers to perform water deployment and recovery of personnel using a variety of techniques/devices during day conditions IAW applicable AFIs, AFTTPs and technical orders.

5.7.5.1. Method: MAJCOM Approved Training Plan/SOI. **(T-2).**

5.7.5.2. Prerequisite: None.

5.7.6. Engine Run (MF). Certifies flight engineers to occupy a seat with controls and perform duties during engine ground runs with a current and qualified pilot in the opposite seat. This event is a one-time certification without an associated currency requirement.

5.7.6.1. Method: MAJCOM Approved Training Plan/SOI. **(T-2).**

5.7.6.2. Prerequisite: None.

5.7.7. Fast Rope Insertion/Extraction System (FRIES) (All). Certifies crewmembers to perform FRIES operations. This event is a one-time certification without an associated currency requirement.

5.7.7.1. Method: MAJCOM Approved Training Plan/SOI. **(T-2).**

5.7.7.2. Prerequisite: None.

5.7.8. Fixed Forward Fire (All). Certifies crewmembers to perform fixed forward fire operations IAW current HH-60 AFTTPs.

5.7.8.1. Method: MAJCOM Approved Training Plan/SOI and the following: **(T-2).**

5.7.8.1.1. Pilot: Training will be conducted by a USAFWS graduate or certified IP.

5.7.8.1.2. Prerequisite: Mission Qualified.

5.7.8.1.3. Flight Engineer/Aerial Gunner: Training will be conducted by certified instructor (IF/IG.) This event is a one-time certification without an associated currency requirement.

5.7.8.1.4. Prerequisite: Certified and current on the HH-60 aircraft mounted weapon to be employed.

5.7.8.2. Restrictions: At no time will a non-certified pilot actively maneuver the aircraft or fire weapons during live Fixed Forward Fire operations unless under the direct supervision of a certified instructor. **(T-1).**

5.7.9. Flight Lead Upgrade (FLUG) (P). Certifies current and qualified MPs to command a formation of two or more aircraft. **Note:** IPs are authorized to instruct FLUG from another aircraft in the formation.

5.7.9.1. Method: MAJCOM Approved Training Plan/SOI. **(T-2).**

5.7.9.2. Prerequisite: Candidates will have at least 50 flying hours of primary/secondary time since certification as an MP prior to entering the FL upgrade. **(T-2).**

5.7.10. Functional Check Flight (FCF) (All). Certifies crewmembers to perform flight tests outlined in T.O. 1H-60(H)G-6CF to establish if airframe or equipment is operating in accordance with predetermined parameters.

5.7.10.1. Method: MAJCOM Approved Training Plan/SOI. **(T-2).**

5.7.10.2. Prerequisite: None.

5.7.11. **Helicopter Air-to-Air Refueling Plug (MC).** Certifies Co-pilots that were not evaluated to MP standards at the FTU to conduct Helicopter Air-to-Air Refueling contacts under the guidance of a current and qualified MP.

5.7.11.1. Method: MAJCOM Approved Training Plan/SOI. (T-2).

5.7.11.2. Prerequisite: None.

5.7.12. DELETED.

5.7.12.1. DELETED.

5.7.12.2. DELETED.

5.7.12.3. DELETED.

5.7.13. **Hot Refueling/FARP (All).** Certifies crewmembers to conduct rotors turning refueling operations.

5.7.13.1. Method: Initial certification is conducted during IQT. Recertification will be conducted in-unit utilizing AETC courseware. (T-2).

5.7.13.2. Prerequisite: None.

5.7.14. **Improved Altitude Hold and Hover Stabilization (IAHHS) (P).** Certifies pilots to conduct operations utilizing the IAHHS system. This event is a one-time certification without an associated currency requirement.

5.7.14.1. Method: MAJCOM Approved Training Plan/SOI. (T-2).

5.7.14.2. Prerequisite: None.

5.7.15. **Instructor Pilot NVG Water Operations (IP).** Certifies Instructor Pilots to instruct water deployment and recovery of personnel using a variety of techniques/devices under NVG conditions.

5.7.15.1. Method: MAJCOM Approved Training Plan/SOI. (T-2).

5.7.15.2. Prerequisite: Instructor Pilot certified in night water operations. (T-2).

5.7.16. **Kangaroo Duck (K-Duck) (All).** Certifies crewmembers to perform deployment of an inflated combat rubber raiding craft and motor secured to the underside of the aircraft along with personnel from the cabin of an HH-60. This event is a one-time certification without an associated currency requirement.

5.7.16.1. Method: MAJCOM Approved Training Plan/SOI. (T-2).

5.7.16.2. Prerequisite: Day Water Operations certified or Night Water Operations certified if performed at night. (T-2).

5.7.17. **Live Alternate Insertion/Extraction (AIE) (MF/MG).** Certifies crewmembers that were not evaluated on Live AIEs at the FTU to deploy/recover personnel using the hoist, fast rope, rappel and rope ladder. This event is a one-time certification (per device) that will satisfy requirements to lift the Form 8 restriction. **Exception:** Aircrew members previously qualified for “live” AIE operations in other USAF rotary wing aircraft do not require live certification in the HH-60.

5.7.17.1. Method: In unit training conducted by a qualified instructor. Training will consist of ground training covering hand signals, limitations/restrictions, hazards, day/night operations, and cabin/AIE preparation using: Flight manual, AFI 11-2HH-60V3, and AFTTP 3-3.HH-60G. Flight training will consist of actual deployment/recovery of qualified personnel utilizing each device in either day or night operations. **(T-2)**.

5.7.17.2. Prerequisite: Certified on specific AIE device. **(T-2)**.

5.7.18. NVG Water Operations (All). Certifies crewmembers to perform water deployment and recovery of personnel using a variety of techniques/devices under NVG conditions.

5.7.18.1. Method: MAJCOM Approved Training Plan/SOI. **(T-2)**.

5.7.18.2. Prerequisite: Day Water operations certified. **(T-2)**.

5.7.19. Panoramic Night Vision Goggle Operations (P). Certifies pilots to perform flight operations utilizing Panoramic Night Vision Goggles (PNVG).

5.7.19.1. Method: MAJCOM Approved Training Plan/SOI. **(T-2)**.

5.7.19.2. Prerequisite: None.

5.7.20. Partial Preflight (MG). Certifies Aerial Gunners to conduct a portion of the exterior preflight inspection IAW T.O. 1H-60(H)G-1. This event is a one-time certification without an associated currency requirement.

5.7.20.1. Method: MAJCOM Approved Training Plan/SOI. **(T-2)**.

5.7.20.2. Prerequisite: None.

5.7.21. Personnel/Equipment Delivery Free-Fall (MF/MG). Certifies crewmembers to deploy Free-fall parachute operations from the HH-60. This event is a one-time certification without an associated currency requirement.

5.7.21.1. Method: MAJCOM Approved Training Plan/SOI. **(T-2)**.

5.7.21.2. Prerequisite: None.

5.7.21.3. Restrictions: Training will be completed under the supervision of a current and qualified Jumpmaster (JM) or IF/IG. **(T-1)**.

5.7.22. Personnel/Equipment Delivery Static Line (MF/MG). Certifies crewmembers to deploy Static Line parachute operations from the HH-60. This event is a one-time certification without an associated currency requirement.

5.7.22.1. Method: MAJCOM Approved Training Plan/SOI. **(T-2)**.

5.7.22.2. Prerequisite: None.

5.7.22.3. Restrictions: Training will be completed under the supervision of a current and qualified Jumpmaster (JM) or IF/IG. **(T-1)**.

5.7.23. Shipboard Operations (All). Certifies crewmembers to perform day and NVG landings on capable ships/vessels.

5.7.23.1. Method: MAJCOM Approved Training Plan/SOI and the following: **(T-2)**.

5.7.23.1.1. Pilot: 5 Day Field Deck Landing Patterns (FDLPs) followed by 5 NVG FDLPs. 5 day shipboard landings followed by 5 NVG shipboard landings.

5.7.23.1.2. Field Deck Landing Patterns (FDLPs) can be accomplished to any area that suitably replicates shipboard deck markings and will be completed prior to actual shipboard landings.

5.7.23.1.3. MF/MG: Initial Certification requires 5 day, followed by 5 NVG landings on any ship within a 14 consecutive day period. This event is a one-time certification without an associated currency requirement.

5.7.23.2. Prerequisite: None.

5.7.23.3. Restrictions: Flight training will be conducted by a DLQ instructor current in the event. (cross-service IPs will be from like-MDS; refer to MOU). FDLP and shipboard landings will be completed within a 14 day period. **(T-1)**.

5.7.24. **Sling Load Operations (All)**. Certifies crewmembers to conduct sling operations IAW applicable AFIs, AFTTPs and technical orders.

5.7.24.1. Method: MAJCOM Approved Training Plan/SOI. **(T-2)**.

5.7.24.2. Prerequisite: None.

5.7.25. **Tethered Duck (T-Duck) (MF/MG)**. Certifies crewmembers to perform deployment of a deflated/rolled combat rubber raiding craft and motor along with personnel from the cabin of an HH-60. This event is a one-time certification without an associated currency requirement.

5.7.25.1. Method: MAJCOM Approved Training Plan/SOI. **(T-2)**.

5.7.25.2. Prerequisite: Day Water Operations certified or Night Water Operations certified if performed at night. **(T-2)**.

Table 5.3. Upgrade/Specialized Events.

EVENT	CREW POSITION
*Additional Weapon System GAU-2C/GAU-18/M-240	MF, MG
AHHS Operations	P
*Bambi Bucket	P, MF, MG
*Basic Helicopter Maneuvering (BHM)	P, MF, MG
*Air Combat Maneuvering (ACM)	P, MF, MG
Day Water Operations	P, MF, MG
Engine Run	MF
*Fast Rope Insertion/Extraction System (FRIES)	P, MF, MG
*Fixed Forward Fire	P, MF, MG
Flight Lead Upgrade	P

(FLUG)	
Functional Check Flight (FCF)	P, MF
Helicopter Air-to-Air Refueling Plug	P
Hoist Operations	MF
*Hot Refueling/FARP	P, MF, MG
IAHHS Operations	P
Instructor Pilot NVG Water Operations	IP
*Kangaroo Duck (K-Duck).	P, MF, MG
*Live Alternate Insertion/Extraction (AIE)	MF, MG
NVG Water Operations	P, MF, MG
Panoramic Night Vision Goggle Operations	P
Partial Preflight	MG
*Personnel/Equipment Delivery Static Line	MF, MG
*Personnel/Equipment Delivery Free-fall	MF, MG
*Shipboard Operations DAY/NVG Single/Multi-Spot	P, MF, MG
*Sling Load	P, MF, MG
*Tethered Duck (T-Duck)	MF, MG
“*” Denotes a “Like event” item, see para 5.6.2.	

5.8. Miscellaneous Training. This section covers periodic training requirements that do not fall in the category of BAQ, MQT, LMQT, CT, or Upgrade/specialized training. These training requirements are performed on an irregular basis as needed or desired.

5.8.1. Pre-Deployment Spin-up Training. Training conducted prior to deployments or contingency operations (if time permits) designed to ensure crewmembers have the ability to conduct missions in support of the expected tasking. Units are responsible for contacting the appropriate command or agency to determine expected mission requirements (e.g. 561 JTS, Unit Prep Message, DOC statement, C-NAF priorities, etc.). Training will be tailored to meet tasking requirements and emphasis will be placed on tasks/procedures/equipment not accomplished or utilized during daily operations. **(T-2).** When training is required for a system not available to crewmembers, the unit commander will use all available resources (e.g., Formal Training Unit courseware, Computer Based Training, etc.) to accomplish required training. Consideration should be given to a “bundled” academic and flying training program incorporating refresher weapons and tactics training, aircrew intelligence training, verification planning exercise, and a CSAR.

5.8.1.1. Training Plan/SOIs will be designed by the unit and approved by the SQ/CC. Units will develop a process to document individual training completion prior to

deployment/contingency operations. OG/CCs will ensure participating aircrew are ready to deploy and are able to conduct all missions in support of expected tasks. **(T-3).**

5.8.1.2. If a crewmember is not assigned to the supported squadron, they shall receive spin-up training as determined by the SQ/CC. The deploying SQ/CC will determine the amount of spin-up training required for each attached/augmenting member based on the level of proficiency, currency, qualification and experience. The augmentee's SQ/CC is responsible for ensuring the spin-up training is accomplished prior to the member's deployment. **(T-3).**

5.8.1.3. Ground Training. Accomplish ground training IAW **Attachment 2** of this Instruction and Ground Training Requirements Table located in the current RAP Tasking memo. Units may credit ground training accomplished during IQT/MQT toward CT requirements for the training cycle in which it was accomplished.

5.8.1.4. Flying Training. Training will be tailored to ensure deploying crewmembers are current, qualified, and proficient in expected mission taskings. Special consideration should be given to actual CSAR employment. This will provide the opportunity to practice/simulate requirements/procedures associated with planning, flying, and debriefing a mission within a specific AOR. This mission should be executed utilizing current planning, briefing, and employment procedures within the AOR.

Chapter 6

AIRCREW TRAINING RECORDS

6.1. General. This chapter specifies procedures for the management of aircrew training records and the documentation of in-unit training. Documentation of training conducted at the FTU will be IAW AETC guidance. Units executing AETC syllabus via SMT will utilize forms directed by the syllabus. **(T-2).** **Note:** MAJCOMS may direct the use of different training documentation systems (e.g. GTIMS or other electronic programs), forms and standards. In this case, the guidance in this chapter does not imply the need for duplicate training documentation and MAJCOM-specific guidance takes precedence.

6.2. Career Training Folder. Units will maintain a career training folder for all assigned and attached crewmembers. Folders will be maintained in a secure area within the unit training office and will consist of the following: **(T-2).**

6.2.1. Hardback binder with the members name clearly posted on the front and spine.

6.2.2. Prominently display the following statement on the outside front and back cover of the binder: "PRIVACY ACT INFORMATION" The information accessed through this system is FOR OFFICIAL USE ONLY and will be protected in accordance with the Privacy Act and AFI 33-332."

6.2.3. Divide the folder into the following sections: **(T-2).**

6.2.3.1. Section I, Table of Contents. Clearly list each item contained within the binder and the section/tab of the items location.

6.2.3.2. Section II, Record of Annual Review. Develop a record to track annual review of the folder and its contents. At a minimum the record will contain the following:

6.2.3.2.1. Date of Review.

6.2.3.2.2. Name and Office Symbol of the reviewing official.

6.2.3.2.3. Comments or discrepancies noted during the review process.

6.2.3.3. Section III, Archived Training Records. Maintain a copy of all completed/closed out FTU and in-unit training records (qualifications, certifications, specialized mission training, etc.).

6.2.3.3.1. All graduate level training records completed after 1 Jul 04 will be on file.

6.2.3.3.2. A separate numbered tab will be used to distinguish each record. File each record in chronological order with the most recent on the bottom.

6.2.4. During formal inspections career training folders may be inspected to ensure compliance with this instruction. Individual training records maintained within Section III of the career training folder will not be open to inspection during these visits. **Exception:** If an inspection requires review of source documentation to determine qualifications or certifications, Section III may be referenced.

6.2.5. **Annual Review.** Career training folders will be reviewed annually by the training section, document review completion in Section II. Comments or discrepancies that require

an expanded explanation will be documented on an MFR signed by the unit training officer. File MFRs behind the record of annual review in chronological order with the most recent on the bottom. (T-2).

6.2.6. Career Training Folder Disposition.

6.2.6.1. PCS to active flying unit: The training section will make a paper or electronic copy of Sections I and II, seal the career training folder in an envelope and return it to the member for delivery to the next duty station. Maintain the copies of Section I and II for six months and then destroy. (T-2).

6.2.6.2. PCS to a non-flying position: The training section will make a paper or electronic copy of Sections I and II, seal the career training folder in an envelope and return it to the member. Maintain the copies of Section I and II until arrival at the next flying assignment or five years (whichever occurs first). (T-2).

6.2.6.3. Retirement/Separation: Return the career training folder to the individual. When individuals are not available to receive their records or choose not to receive them, retain for six months from the service termination date and then destroy.

6.3. Entry Into Upgrade. Candidates selected for upgrade to Mission Pilot, Instructor, Flight Lead, Night Water Operations or Instructor Night Water Operations will be documented as outlined in para 6.4.1.1 (T-2).

6.4. Active Training Records. Units will maintain a training folder for each member in an active training program that leads to a qualification, certification, or corrects deficiencies identified during an evaluation. The unit operations officer may waive the training folder requirement if corrective action or additional training is limited. The use of electronic means may be utilized if certified by the MAJCOM. **Note:** Active training records will be maintained in a location readily accessible to instructors, supervisory personnel, and the individual aircrew member. (T-2).

6.4.1. The training record will consist of an AF FORM 4109 *SOF/CSAR Aircrew Training Record*. A binder or multipart folder may be used in the event adequate AF Form 4109s are not on hand. When using a temporary binder or multi-part folder, the cover will include the trainee's name, and the Privacy Act Statement will be displayed on the front and rear covers. The AF FORM 4109 will contain the following: (T-2).

6.4.1.1. Entry into upgrade documentation. Document entry into upgrade through any of the following means: MFR, a copy of the upgrade board minutes signed by the unit commander or designated representative, or an entry in the candidates training folder signed by either the SQ/CC, SQ/DO or squadron/operations superintendent for CEAs.

6.4.1.2. Approved waivers.

6.4.1.3. Course Flow/Prerequisite sheet located in the syllabus/training plan.

6.4.1.4. AF FORM 4110, *Aircrew Training Narratives*.

6.4.1.5. AF FORM 4111, *Sortie Maneuver Grades*.

6.4.2. Training Folder/Ops Review. Operations officers will review active training folders quarterly, and flight commanders or squadron training representatives will conduct a monthly

review. Annotate monthly and quarterly reviews on the AF FORM 4110. Squadron/operations superintendents may conduct Ops Reviews for CEAs. (T-2).

6.4.3. Unit commanders or operations officers will accomplish a training folder review prior to flight evaluations. An entry will be made on the AF FORM 4110. (T-2).

6.4.4. Monthly reviews will ensure training is correctly documented, instructor write-ups adequately document student performance, and that the trainee is progressing in a satisfactory manner.

6.4.5. Quarterly reviews should consist of a sampling of training documentation. The operations officer and Squadron/ operations superintendents for CEAs should take this time to ensure students are performing up to standards and the unit training program is meeting unit goals and vision.

6.5. AF FORM 4109, *SOF/CSAR Aircrew Training Record*. A multi-part folder designed to be a single source reference for training documents. This folder incorporates a Ground Training Summary, Flying Training Summary and trainee/course identification on the inside covers. Additionally, the back cover contains a breakdown of performance and knowledge levels used on the AF FORM 4111 *Aircrew Training Sortie Maneuver Grades*. Use the following guidance for documentation: (T-2).

6.5.1. GROUND TRAINING SUMMARY (Inside front cover). Record ground training events identified in the Training Plan/SOI to include any additional training conducted outside the normal course of instruction

6.5.1.1. DATE. Enter the date of the TNG event.

6.5.1.2. TRAINING PERIOD. Enter the event identifier as specified in the Training Plan/SOI.

6.5.1.3. STATUS. Enter overall grade IAW standards specified in the Training Plan/SOI.

6.5.1.4. INSTRUCTOR/TRAINER (QUAL). Enter name of the instructor with aircrew qualification in parentheses; i.e. Jones (IP), Smith (EF), etc.

6.5.1.5. TRAINING TIME. Record the duration of instruction for the TNG event. Do not include time associated with pre-briefing or debriefing.

6.5.2. WRITTEN EVALUATIONS. Record results of written evaluations required by the training program.

6.5.2.1. DATE. Enter the date that the evaluation was administered.

6.5.2.2. TYPE. Enter the evaluation identifier as specified in the Training Plan/SOI.

6.5.2.3. GRADE. Enter the grade IAW AFI 11-202V2 grading criteria.

6.5.3. FLYING TRAINING SUMMARY (Inside back cover). Record flying training events identified in the Training Plan/SOI to include any additional training conducted outside the normal course of instruction including "X -rides" and sorties associated with Breaks In Training.

6.5.3.1. DATE. Enter the date that the TNG event was started.

6.5.3.2. TNG PERIOD. Enter the training event identifier as specified in the Training Plan/SOI.

6.5.3.3. STATUS. Enter overall grade IAW standards specified in the Training Plan/SOI.

6.5.3.4. INSTRUCTOR/TRAINER (QUAL). Enter the name of the instructor with aircrew qualification in parentheses; i.e. Jones (IP), Smith (EF), etc.

6.5.3.5. MISSION TIME (Training Time). Record the in-flight time that was dedicated to instruction/training for required event.

6.5.3.6. CUM. TIME (Mission Time). Record the cumulative total mission time for the scheduled event.

6.5.4. PERFORMANCE EVALUATION SUMMARY. Record data on required evaluations (CPT, SIM, flight) including final evaluation and reevaluation (if applicable).

6.5.4.1. DATE RECOMM. Record the date recommended for evaluation.

6.5.4.2. TYPE EVALUATION. Enter AFI 11-202V2 evaluation description or identifier from the Training Plan/SOI.

6.5.4.3. INSTRUCTOR/TRAINER (QUAL). Record the name of the instructor making the recommendation for the evaluation with aircrew qualification in parentheses (i.e. IP, EF, etc.).

6.5.4.4. OPERATIONS REVIEW. Unit commanders or operations officers will accomplish a review of training prior to a flight evaluation being administered. Enter the initials of the reviewer indicating that a records review was accomplished. Additionally, make an entry on the AF FORM 4110. Squadron/operations superintendents may conduct Ops Reviews for CEAs.

6.5.4.5. DATE EVAL. Record the date that the evaluation was completed.

6.5.4.6. EVALUATOR. Record the name of the evaluator that administered the evaluation.

6.5.4.7. GRADE. Record grade IAW AFI 11-202V2.

6.5.5. Student identification (Outside Edge of Flying Training Summary).

6.5.5.1. NAME/GRADE. Self-explanatory.

6.5.5.2. AIRCREW POSITION. For aircrew members in a program designed to advance them to a higher crew position, enter the qualification to which they are upgrading. For all other training, enter the crew position currently held.

6.5.5.3. UNIT of ASSIGNMENT. Enter unit where the training is taking place.

6.5.5.4. TYPE OF TRAINING. Enter the Training Plan/SOI name.

6.5.5.5. CLASS NUMBER/COURSE NUMBER. Not used.

6.6. Course Flow/Prerequisite. Form normally located in the MAJCOM developed syllabus/training plan and serves as a chronological record of completed training events. Use the following guidance for documentation: **(T-2)**.

6.6.1. NAME. Enter the student rank and name.

6.6.2. DATE. Enter the date of the TNG event.

6.6.3. INSTRUCTOR NAME. Enter name of the instructor with aircrew qualification in parentheses; i.e. Jones (IP), Smith (EF), etc.

6.6.4. GRADE. Enter overall grade for the event.

6.7. AF FORM 4110, *Aircrew Training Narratives*. Used to record a narrative that summarizes training events, captures student performance, and administrative comments related to the Training Plan/SOI. Use the following guidance for documentation: **(T-2)**.

6.7.1. NAME. Enter the trainees rank, name, and crew position. For aircrew members in a program designed to advance them to a higher crew position, enter the qualification to which they are upgrading. For all other training, enter the crew position currently held.

6.7.2. DATE. Self-explanatory.

6.7.3. TRAINING PERIOD. Enter the training event identifier as specified in the Training Plan/SOI.

6.7.4. MISSION/PROFILE/COMMENTS/RECOMMENDATIONS. Record a narrative for each ground training event, simulator event, flying event and any additional information pertinent to the individual's training (e.g. recommendations for proficiency advance, monthly/quarterly reviews, etc.). Narratives for simulator and flying training events will comply with the following format: **(T-2)**.

6.7.4.1. PROFILE. List the Event ID, grade earned and event status, including reasons for incomplete training. Include a brief description of weather, unique environmental factors and the mission profile of the sortie. Record a summary of training completed, to include specific events, and the number of iterations where relevant. The profile should be written so that the next instructor has no doubts of what was accomplished on the previous sortie and where to pick up remaining training. Anytime student performance does not meet event requirements document specific performance/actions that led to the grade.

6.7.4.2. STRENGTHS. Record student's strengths related to the documented event. Identify useable, relevant strengths to further build a picture of student progression for the next instructor. If no strengths are identified, state "none noted."

6.7.4.3. WEAKNESSES. Record student's weaknesses related to the documented event. Identify specifics that will build a picture of the student's proficiency level for the next instructor. Include specific areas or performance in which the student must strive for improvement. If no weaknesses are identified, state "none noted."

6.7.4.4. RECOMMENDATIONS. Record instructor recommendations designed to correct documented weaknesses, identify areas to concentrate on for the next training event and reinforce training received. The last recommendation will include the next step for the student (e.g. continue with training, proceed to evaluation, proficiency advance, etc.). The instructor/examiner making the entry will print their rank, name, crew position, and then sign above the entry. Include an entry below the signature block for the student's initials and the next instructor/evaluators initials.

6.8. AF FORM 4111, *Aircrew Training Sortie Maneuver Grades*. These forms identify minimum events or maneuver information file (MIF) and required proficiency levels (RPL) related to the Training Plan/SOI. Use the following guidance for documentation: **(T-2)**.

6.8.1. **TRAINEE NAME.** Self-explanatory.

6.8.2. **CREW POSITION.** For aircrew members in a program designed to advance them to a higher crew position, enter the qualification to which they are upgrading. For all other training, enter the crew position currently held.

6.8.3. **COURSE/PHASE.** Identify the course event identifier as specified in the Training Plan/SOI.

6.8.4. **PROGRAMMED TRAINING PROFILE NAME.** List the event identifier as specified in the Training Plan/SOI and the syllabus-directed training time.

6.8.5. **ACTUAL TRAINING PROFILE.** Record actual training time and the overall grade for the event. Use a slash to separate the two.

6.8.6. **TASK/TOPIC LISTING.** List each MIF item number from the syllabus (if applicable) and a description of the task required (e.g. Safety/Judgment, Lead/Wing Responsibilities, etc.) on a separate line.

6.8.7. **MIN EVENT.** Identify the total number of occurrences an event must be completed (if applicable) before training can be considered complete. Otherwise, leave blank.

6.8.8. **GR and P K (Grade and performance knowledge).** Identify RPLs that will be attained for the listed Task/Topic. Record completion by slashing through the item if the RPL is met. If the RPL is not met or is exceeded, the actual RPL attained should be written over the preprinted number/letter.

6.8.9. **REQ PROF LEVEL.** List the final RPL students must attain prior to being recommended for evaluation or certification. One RPL should be listed for each MIF item or training event.

6.9. Training Record Close Out. Training records will be closed out upon successful completion of the Training Plan/SOI or when training is terminated for other reasons (failure to progress, extended DNIF, etc.). **(T-2)**.

6.9.1. Conduct a review of the training record to verify course requirements were completed and that the trainee demonstrated satisfactory performance throughout the course.

6.9.2. Document successful course completion by making an entry in the AF Form 4110 indicating that the training record was reviewed, the trainee met all course requirements in a satisfactory manner and certification/qualification is awarded. The entry will be signed by both the unit training officer and the unit ops officer. **(T-2)**. Unit ops officer may delegate squadron/operations superintendent to review/sign in their place for CEAs.

6.9.3. Maintain the record within the active training folder until supporting records such as AF Form 4348, AF Form 8, Letter of Certifications (Letter of X's), and ARMS updates are completed. Once all actions related to the additional certification/qualification are complete, move the record to the career training folder. **(T-2)**.

6.9.4. Document termination of training by making an entry in the AF Form 4110 indicating the reason for termination. The entry will be signed by both the unit training officer and the unit ops officer. Unit ops officer may delegate squadron/ operations superintendent to review/sign in their place for CEAs. (T-2).

6.10. Documenting Aircrew Certifications. Certifications will be documented on an AF Form 4348. Maintain the AF Form 4348 in the individual crewmembers career training folder unless directed by Stan/Eval guidance. (T-2).

6.11. Letter of Certifications (Letter of X's). (T-2). Units will maintain a Letter of Certifications that provides the SQ/CC a summary document of assigned/attached aircrew certifications and qualifications. In the absence of MAJCOM/Local guidance the Letter of Certifications will be maintained as follows: (T-2).

6.11.1. Minimum Items. Assigned and attached aircrew member's rank, name, crew position, qualifications and certifications.

6.11.2. Updates. The Letter of Certifications will only be updated after the individual's training is complete and the appropriate qualification/certification documentation has been signed/verified by the approving authority.

6.11.3. Signature and Posting. The Letter of Certifications will be published monthly and signed by the SQ/CC (or designated representative). Electronic signatures are authorized. Once signed, maintain the certification document in a central location so that it is readily available to squadron supervision. This document will be considered the "Master" and any pen and ink updates will be initialed by the SQ/CC (or designated representative).

TOD D. WOLTERS, Lt Gen, USAF
Deputy Chief of Staff for Operations

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFI 11-2HH-60V2, *HH-60 Aircrew Evaluation Criteria*, 10 Aug 2010

AFI 11-2HH-60V3, *HH-60 Operations Procedure*, 5 Jan 2011

AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, 19 Jan 2012

AFI 11-202V1, *Aircrew Training*, 22 Nov 2010

AFI 11-202V2, *Aircrew Standardization/Evaluation Program*, 13 Sep 2010

AFI 11-202V3, *General Flight Rules*, 22 Oct 2010

AFI 11-214, *Air Operations Rules and Procedures*, 14 Aug 2012

AFI 11-218, *Aircraft Operation and Movement on the Ground*, 28 Oct 2011

AFI 11-235, *Forward Area Refueling Point (FARP) Operations*, 15 Dec 2000

AFI 11-290, *Cockpit/Crew Resource Management Training Program*, 15 Oct 2012

AFI 11-301V1, *Aircrew Flight Equipment (AFE) Program*, 25 Feb 2009

AFI 33-360, *Publications and Forms Management*, 25 Sep 2013

AFI 11-401, *Aviation Management*, 10 Dec 2010

AFI 11-403, *Aerospace Physiological Training Program*, 30 Nov 2012

AFI 11-412, *Aircrew Management*, 10 Dec 2009

AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*, 31 Jun 2010

AFI 16-402, *Aerospace Vehicle Programming, Assignment, Distribution, Accounting, and Termination*, 30 May 2013

AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*, 6 Sep 2006

AFI 21-101, *Maintenance Management of Aircraft*, 26 Jul 2010

AFI 31-117, *Arming and Use of Force by Air Force Personnel*, 29 Jun 2012

AFI 33-364, *Records Disposition—Procedures and Responsibilities*, 22 Dec 2006

AFI 36-2107, *Active Duty Service Commitments (ADSC)*, 30 Apr 2012

AFI 36-2226, *Combat Arms Program*, 24 Feb 2009

AFI 48-123, *Medical Examination and Standards*, 24 Sep 2009

AFI 91-202, *The US Air Force Mishap Prevention Program*, 5 Aug 2011

AFMAN 11-210, *Instrument Refresher Program (IRP)*, 3 Feb 2005

AFMAN 33-363, *Management of Records*, 7 Mar 2008

AFMAN 11-411, *Special Forces Military Free-Fall Operations*, 1 Jan 2005

AFMAN 11-420, *Static Line Parachuting Techniques and Tactics*, 23 Sep 2003

AFPAM 48-151, *Thermal Injury*, 8 Nov 2002

AFPD 11-2, *Aircrew Operations*, 19 Jan 2012

AFPD 11-4, *Aviation Service*, 1 Sep 2004

AFTTP 3-3.HH-60G, *Combat Aircraft Fundamentals*, 28 Oct 2011

AFRCI 36-2102, *Air Force Reserve Service Commitment Date (RDSC)*, 26 Mar 2004

ETCA, *Education Training Course Announcement*

Joint Pub 3-04, *Joint Shipboard Helicopter Operations*, 6 Dec 2012

Joint Pub 3-09, *Joint Fire Support*, 30 Jun 2010

Memorandum of Understanding, *Army/Air Force Deck Landing Qualification (MOU)*, Jan 2002

T.O. 00-25-172, *Ground Servicing of Aircraft and Static Grounding/Bonding*, 24 Jun 2010

T.O. 1-1-300, *Acceptance/Functional Checkflight and Maintenance Operational Checks*, 6 Jun 2012

T.O. 11A10-25-7, *Specialized storage and Maintenance Procedures Pyrotechnic Markers, MK-1MOD 3/B11690 MK2/344505 MK25 MOD 3/LD615141 or 1332145 M59/78-0-68*, 14 Nov 2002

T.O. 11A10-26-7, *Specialized Storage and Maintenance Procedures Pyrotechnic Signals*, 24 Apr 2012

T.O. 1H-60(H)G-1, *USAF Series HH-60G Helicopters*, 30 Jun 2009

T.O. 1H-60(H)G-6CF-1, *Functional Checkflight Procedures Manual, USAF Series HH-60G Helicopter*, 12 Jun 2009

Adopted Forms

AETC Form 6, *Waiver Request*

AF Form 63, *Active Duty Service Commitment Acknowledgement Statement*

AF Form 847, *Recommendation for Change of Publication*

AF Form 1522, *ARMS Additional Training Accomplishment Report*

AF Form 4109, *SOF/CSAR Training Record*

AF Form 4110, *Comments – SOF/CSAR Training Record*

AF Form 4111, *SOF/CSAR Training Record*

AF Form 4348, *USAF Aircrew Certifications*

Abbreviations and Acronyms

AC—Aircraft Commander

ACC—Air Combat Command

ACDE—Aircrew Chemical Defense Ensemble

ACDT—Aircrew Chemical Defense Training

ACM—Air Combat Maneuvering/Additional Crew Member

ADSC—Active Duty Service Commitment

AERPS—Aircrew Eye and Respiratory Protection System

AETC—Air Education & Training Command

AF—Air Force

AFAFRICA—United States Air Forces Africa

AFE—Aircrew Flight Equipment

AFOSH—Air Force Occupational Safety and Health

AFRC—Air Force Reserve Command

AFSC—Air Force Specialty Code

AG—Aerial Gunner

AGL—Above Ground Level

AHC—Aircraft Handling Characteristics

AHHS—Altitude Hold Hover Stabilization

AHO—Above Highest Obstacle

AIE—Alternate Insertion or Extraction

ANG—Air National Guard

API—Aircrew Position Indicator

ARC—Air Reserve Component (AFRC and ANG)

ARMS—Aviation Resource Management System

ATD—Aircrew Training Device

AWL—Above Water Level

BAC—DELETED

BAQ—Basic Aircraft Qualification

BHM—Basic Helicopter Maneuvering

BIT—Break In Training

BMC—Basic Mission Capable

C&R—Collection and Reporting

CAF—Combat Air Forces

CB-Coded—Designated Test Aircraft

CBT—Computer Based Training

CC—Commander or Combat Coded Unit
CD—Chemical Defense/Deputy Commander
CDTQT—Chemical Defense Task Qualification Training
CFETP—Career Field Education and Training Plan
CMR—Combat Mission Ready
CMT—Combat Mission Training
COMSEC—Communications Security
CP—Copilot
CPT—Cockpit Procedures Trainer
CRM—Cockpit/Crew Resource Management
CSAR—Combat Search and Rescue
CSS—Combat Skills Sortie
CST—Combat Survival Training
CT—Continuation Training
CV—Vice Commander
CW—Chemical Warfare
DO—Director of Operations
DOC—Designed Operational Capability
DRU—Direct Reporting Unit
EF—Evaluator Flight Engineer
EP—Emergency Procedure/Evaluator Pilot
ETCA—Education and Training Course Announcements
EW—Electronic Warfare
FARP—Forward Area Refueling Point
FCF—Functional Check Flight
FDLP—Field Deck Landing Patterns
FE—Flight Engineer
FEF—Flying Evaluation Folder
FF—Flight Engineer (Basic Qualified)
FL—Flight Lead
FLIR—Forward Looking Infrared Radar
FLUG—Flight Lead Upgrade

FP—Flight Authorization Duty Code (first and second characters) that identifies a pilot qualified in the basic weapon system.

FQ SMA—DELETED

FS—Flight Surgeon

FTU—Formal Training Unit

GP—General Purpose/Group

GT—Ground Training

GTIMS—Graduate Training Integration Management System

HABD—Helicopter Aircrew Breathing Device

HAAR—Helicopter Air-to-Air Refueling

HEED—Helicopter Emergency Egress Device

HHQ—Higher Headquarters

HLZ—Helicopter Landing Zone

IAHHS—Improved Altitude Hold Hover Stabilization

IAW—In Accordance With

IF—Instructor Flight Engineer

IFF—Identification Friend or Foe

IG—Instructor Aerial Gunner

IMC—Instrument Meteorological Conditions

IP—Instructor Pilot

IQT—Initial Qualification Training

IRC—Instrument Refresher Course

KSC—Key Staff Course

LIMFACs—Limiting Factors

LMQT—Local Mission Qualification Training

MAJCOM—Major Command

MC—Mission Copilot

MDS—Mission Design Series

MET—Mission Essential Task

METL—Mission Essential Task Listing

MF—Flight Engineer (Mission Qualified)

MG—Aerial Gunner (Mission Qualified)

MOA—Memorandum of Agreement

MIJI—Meaconing, Interference, Jamming and Intrusion

MP—Mission Pilot

MR—Mission Ready

N/A—Not Applicable

NAF—Numbered Air Force

NCO—Noncommissioned Officer

NCST—Non-Combat Survival Training

NGB—National Guard Bureau

NLT—Not Later Than

NVG—Night Vision Goggles

OFT—Operational Flight Trainer

OG—Operations Group

OI—Operating Instruction

OPR—Office of Primary Responsibility

PAA—Primary Aircraft Authorization

PACAF—Pacific Air Forces

PAI—Primary Aircraft Inventory

PCA—Permanent Change of Assignment

PCS—Permanent Change of Station

PFT—Programmed Flying Training

PIC—Pilot in Command

PMAI—Primary Mission Aircraft Inventory

PMR—Partial Mission Ready

PNVG—Panoramic Night Vision Goggles

PQSMA—DELETED

PTAI—Primary Training Aircraft Inventory

PTT—Partial Task Trainer

RAP—Ready Aircrew Program

RCC—Rescue Coordination Center

ROE—Rules of Engagement

RPL—Required Proficiency Level

RQS—Rescue Squadron

SAR—Search and Rescue
SEPT—Situational Emergency Procedure Training
SIM—Simulator
SMA—Special Mission Aviator
SOF—Special Operations Force
SOI—Syllabus of Instruction
SQ/CC—Squadron Commander
TDY—Temporary Duty
TES—Test and Evaluation Squadron
TF-Coded—Designated Training Aircraft
TO—Technical Order
TX—Transition
UET—Underwater Egress Training
UMD—Unit Manpower Document
USAF—United States Air Force
USAFE—United States Air Forces, Europe
USAFWS—United States Air Force Weapons School
VMC—Visual Meteorological Conditions
VPE—Verification Planning Exercise
WG—Wing
WST—Weapon System Trainer or Water Survival Training
WX—Weather

Terms

Academic Training—A course of instruction normally completed in a classroom setting. Academic training is designed to prepare students for simulator/flight training and is normally completed prior to commencing that training.

Aircraft Commander (AC)—The aircrew member designated by competent authority as being in command of an aircraft and responsible for its safe operation and accomplishment of the assigned mission. **Note:** See also Pilot in Command (PIC). These terms may be used interchangeably.

Aircraft Handling Characteristics (AHC)—A series of maneuvers meant to familiarize a crewmember with the aerodynamic characteristics of the aircraft (especially those considered outside the normal flight regime).

Aircrew Training Device (ATD)—Hands-on training aids that include cockpit procedure trainers (CPT), part task trainers (PTT), weapons systems trainers (WST), operational flight trainers (OFT) or simulators.

Aircrew Training System (ATS)—An integrated qualification, upgrade and continuation-training program for aircrew members.

Bambi Bucket—Device suspended from the cargo hook designed to carry and deploy water in support of firefighting operations. Prior to performing Bambi Bucket operations, aircrew will be certified in HH-60 remote operations, sling load, and day water operations.

Basic Aircraft Qualified Aircraft Commander (BAC)—DELETED

Basic Aircraft Qualification (BAQ)—The aircrew status identifier of an individual who has satisfactorily completed training prescribed to maintain the basic skills necessary to fly the unit aircraft. BAQ crewmembers are authorized to fly transition, instruments, supervised EPs and non-tactical unit missions to depicted and surveyed helipads, airports, and landing zones.

Basic Mission Capable (BMC)—The aircrew status identifier of an individual who has satisfactorily completed MQT and LMQT, but does not fly frequently enough to maintain MR status. Such crewmembers normally accomplish only that training required to remain familiar with the primary missions of their weapon system and unit. These crewmembers may also maintain special capabilities.

Combat Mission Ready (CMR)—The aircrew status identifier of an individual who has satisfactorily completed MQT and LMQT and flies frequently enough to be competent in all aspects of unit operational missions. Such crewmembers normally accomplish enough training to remain proficient in the primary missions of their weapon system and unit. In addition, these crewmembers normally maintain special capabilities.

Combat Search and Rescue (CSAR)—All forces committed to a specific combat search and rescue operation to search for, locate, identify, and recover isolated personnel during wartime or contingency operations. This includes those elements assigned to provide command and control and protect the recovery vehicle from enemy air or ground attack.

Continuation Training (CT)—Training to maintain proficiency and improve a crewmember's ability to perform unit missions. Formal training sorties (for qualification or upgrade) normally do not count as CT.

Crew Resource Management (CRM)—Training concept that emphasizes team effectiveness by enhancing individual and crew performance in the areas of: communication, situational awareness, effective leadership and management, and crew coordination.

Currency—The minimum frequency required to safely perform a flying event or sortie.

Deck Landing Qualifications—Landings performed on board ships for the purpose of qualifying pilots and aircrew members for shipboard operations.

Direct Supervision—An aircrew member is considered under direct supervision when flying with a designated squadron supervisor current and qualified in the event. For pilots this supervisor will occupy a pilot seat with a set of controls. For other crewmembers the supervisor will be readily available to assume primary duties if required.

Dissimilar Formation—A formation of helicopters consisting of different MDS aircraft, e.g., HH-60, MH-47 and AH-64. Formations of different model or series aircraft are not considered dissimilar for the purposes of this instruction, e.g., HH-60G and H-60L.

Event—The accomplishment of a specific training element, function, or task (e.g., hoist, night landing, total formation, etc.).

Expendables—Items such as chaff, flare, and ammunition designed to be fired (expended) from the aircraft.

Experienced Aircrew (Exp.)—Aircrew members are considered experienced after acquiring the flight time identified in **Table 1.1**.

Field Deck Landing—Practice shipboard landings performed at a shore facility with markings representative of a shipboard landing facility.

FP—DELETED.

Flight Lead (FL)—As designated on flight orders, the individual responsible for overall conduct of the mission from preflight preparation/briefing to post flight debriefing, regardless of actual position within the formation.

Formal Training Unit Courseware—Training materials and programs developed for training aircrew members at formal schools. It includes all student study guides, workbooks, computer-based training lessons, instructor guides and applicable training records related to the specific course.

Formation—Two or more aircraft under the command of a designated Mission Commander or flight lead operating in close proximity with each other. The aircraft commander assumes responsibility for the aircraft's position relative to others' flying in the same formation.

Forward Area Refueling Point (FARP)—Location where refueling and rearming are conducted, normally conducted in an austere environment with engines running. Refueling can be accomplished from a variety of fuel sources (e.g. HC-130, MC-130, pre-positioned fuel stores, another helicopter, fuel truck, etc.).

Frequency—A method of tracking currency based on the time period between completed events/sorties (usually calculated in days or months).

Functional Check Flight (FCF)—A flight or flights performed to determine whether an aircraft, and/or its various components, are functioning according to predetermined specifications while subjected to the flight environment. FCFs are conducted when it is not feasible to determine safe or required operation (aerodynamic reaction, air loading, signal propagation, etc.) by means of ground or shop tests. Conditions requiring FCFs are specified in the –6 T.O. for each type of aircraft. FCF checks or maneuvers can only be accomplished by current and qualified aircrew members.

Helicopter Air-to-Air Refueling (HAAR)—For the purposes of this instruction, airborne fuel off-load, either simulated or actual, from a tanker aircraft to a helicopter.

Hot Refueling—Fuel on-load from any fuel source with one or more aircraft engines operating. FARP operations are considered hot refueling when gas is on-loaded.

Inexperienced Aircrew (Inexp)—Aircrew members who do not meet Experienced Aircrew criteria (see "Experienced Aircrew").

Initial Qualification Training (IQT)—Training (normally completed at the FTU) to qualify a crewmember in basic aircraft flying duties without specific regard to the unit's operational mission. The minimum requirement for BAQ

Instructor Certified Event—Events which require additional training (other than that received by during IQT or MQT) to certify the student's attainment of required proficiency and knowledge levels specified in the applicable syllabus. Training is performed by an instructor in the applicable crew position and certifies student performance is within course standards. These events are documented on an AF Form 4348.

Local Mission Qualification Training (LMQT)—Training (normally completed in-unit) to complete a crewmember's progression to full BMC or CMR. It normally adds additional emphasis to items not adequately covered during MQT and trains the individual on unique aspects of the unit mission.

Lookback—Lookback is a tool used to ensure MR and BMC crewmembers maintain proficiency. Each individual will fly a minimum number of sorties to remain proficient. Lookback is a tool, which ensures that currencies are not used to drive proficiency.

Low-Level Operations—Flight conducted below 500 feet Above Ground Level (AGL) or Above Water Level (AWL).

Mission Design Series (MDS)—The official designation for aerospace vehicles used to represent a specific category for operations, support, and documentation purposes.

Mission Essential Task Listing (METL)—A complete list of mission essential tasks (METs) for any organization.

Mission Profile—A mission designed to penetrate and operate within a combat or threat environment. The specific profile will be predicated on the type and level of threat.

Mission Qualified—An aircrew member who has successfully completed mission qualification training and flight evaluation.

Mission Qualification Training (MQT)—Training (normally completed at the FTU) to qualify a crewmember in the unit's primary tasked missions. LMQT is required to complete a crewmember's training and certify them as BMC or CMR.

Mission Ready Events—An event required for crewmembers to be used on or deploy for operational missions.

Multi-Spot Ship—Those certified ships having two or more adjacent landing areas (IAW JSHIP MOU).

Night Vision Goggle (NVG) Sortie—Any night sortie where crewmembers wear NVGs for situational/orientation, awareness while performing duties in a primary crew position.

Operational Flight Trainer (OFT)—A non-motion based trainer capable of a variety of training tasks including cockpit procedures, instrument flight and tactical operations including low-level NVG flight with integrated FLIR and radar mapping presentations.

Operational Mission—Any mission not designated as a training mission.

Pilot in Command (PIC)—The pilot in command is responsible for, and is the final authority as to, the operation of the aircraft. [AFI 11-202V3] **Note:** See also Aircraft Commander (AC). These terms may be used interchangeably.

Primary Aircraft Authorization (PAA)—Aircraft authorized for performance of the operational mission. The PAA forms the basis for allocation of operating resources to include manpower, support equipment, and flying-hour funds. The operating command determines the PAA required to meet their assigned missions (See AFI 16-402, *Aerospace Vehicle Programming, Assignment, Distribution, Accounting, and Termination*). PAA includes PMAI and primary training assigned inventory (PTAI). PAA hours are used to establish minimum flying hour requirements for upgrade to aircraft commander, instructor and flight examiner. For upgrade, PAA time includes all categories of flight time logged with the exception of “other” and “student” time.

Primary Aircraft Inventory (PAI)—Aircraft authorized for performance of the operational mission. The PAI forms the basis for allocation of operating resources to include manpower, support equipment and flying-hour funds. The operating command determines the PAI required to meet their assigned missions (see AFI 16-402, *Aerospace Vehicle Programming, Assignment, Distribution, Accounting and Termination*). This number normally includes primary mission aircraft inventory (PMAI) and primary training aircraft inventory (PTAI).

Proficiency—Demonstrated ability to successfully accomplish tasked event not just safely, but effectively.

Profile—A combination of training events that are flown together to receive credit and logged under one ARMS entry.

Ready Aircrew Program—A continuation training program designed to focus training on capabilities needed to accomplish a squadron’s core-task missions. MAJCOMs provide appropriate guidance for the purpose of receiving feedback, which allows the MAJCOM to effectively organize, train, and equip each squadron.

Required Proficiency Level (RPL)—The level at which a student shall perform during a particular phase of training. RPL standards and definitions for task performance and task knowledge are defined in formal school syllabi.

Single-Spot Ship—Those certified ships having one landing area.

Situational Emergency Procedures Training (SEPT)—A SEPT is a guided discussion presented by an aircrew instructor (or instructor candidate under supervision of a qualified instructor in the respective crew position). It consists of a review of abnormal/emergency procedures and aircraft systems operations/limitations during a realistic scenario. Crewmembers discuss actions necessary to cope with the malfunction and carry it to a logical conclusion.

Special Mission Certification—Training given in a specific mission area/task that requires an instructor certification in that mission area or task. This training is not required to be mission ready/combat mission ready or basic mission capable.

Special Mission Qualification—Training given in a specific mission area/task that requires a flight evaluation in that mission area or task. This training is not usually required to be mission ready/combat mission ready or basic mission capable.

Specialized Training—Training in specialized tactics, weapon systems or flight responsibilities such as flight lead, instructor, NVG water ops, etc. This training may be conducted during MQT, LMQT or during CT as required.

Squadron Supervisor—Squadron Commander, Operations/Assistant Operations Officer or Flight Commander (ANG: Air Operations Supervisor).

Syllabus of Instruction (SOI)/Training Plan—Formal guidance (usually produced by AETC or the owning MAJCOM) which details procedures to complete an aircrew training program.

Tactical Mission—A mission designed to penetrate and operate within a combat or threat environment.

Techniques—Procedures that are options to the primary procedure. The reason for employment of techniques should be based on circumstances or situation not personal preference.

Total Flying Time—Total time for all aircraft flown in military service to include student time. Total flying time accumulated for upgrade purposes shall be in the aircrew member's current crew position.

Training Cycle—The period of time for which aircrew CT requirements are tracked and maintained. The RTM establishes the aircrew training cycle and reporting requirements.

Training Status—A status in which a crewmember's training is done under the supervision of an instructor or designated flying supervisor.

Verification Planning Exercise—An in-depth training session normally completed by several individuals acting as a crew. It requires these crewmembers to plan a highly detailed contingency mission based upon a scenario developed by the unit weapons officer or suitable equivalent.

Weapons System Trainer (WST)—A six-degrees of freedom, full-motion simulator which replicates functionality and allows training of all significant tasks of the design aircraft, including limited low-level night vision goggle (NVG) training with integrated FLIR and radar presentations.

Attachment 2

GROUND TRAINING DESCRIPTIONS AND REQUIREMENTS

A2.1. Ground Training Requirements. This attachment provides ground training event descriptions and amplifying information for events identified in the RTM, and this AFI. The RAP Tasking Memo specifies ground training requirements and identifies events that are grounding and affects mission status. Waiver authority is IAW the governing directive referenced in the RTM.

A2.1.1. Training accomplished during IQT/MQT/LMQT may be credited toward requirements for the training cycle in which it was accomplished.

A2.1.2. Grounding Events. Failure to maintain currency will result in crewmembers being placed in grounded status. Crewmembers will not perform flight related duties (including ground runs) until the grounding item is satisfied. **(T-1).**

A2.1.3. Mission Status Events. Failure to maintain currency will affect BMC/CMR status as specified in the RTM. Crewmembers will not fly operational missions until these items are satisfied (training missions are authorized). **(T-1).**

A2.1.4. Training Status Events. Failure to maintain currency will result in crewmembers being placed in supervised status. Crewmembers will not perform event(s) unsupervised until training is satisfied. **(T-1).**

A2.2. Aircraft Anti-Hijacking Training [GA03] (All). Training on US Air Force policy and guidance on preventing and resisting aircraft piracy (hijacking). Training will consist of a review of AFI 13- 207, *Preventing and Resisting Aircraft Piracy (Hijacking)*, applicable FAA guidance, and local procedures.

A2.2.1. Method: Locally Developed. **(T-2).**

A2.2.2. Currency: IAW RTM Guidance.

A2.3. Aircrew Flight Equipment Familiarization [LL01] (All). One time event, per base assignment, conducted prior to the first flight at home station to familiarize aircrew members with local AFE items availability, issue, use, pre-flight, and post-flight procedures.

A2.3.1. Method: Conducted by AFE personnel IAW AFI 11-301V1 and applicable supplements.

A2.3.2. Currency: IAW AFI 11-301V1 and RTM.

A2.4. Aircrew Flight Equipment Fit Check [LL07] (All). A comprehensive fit check of all AFE gear worn during flight conducted by AFE personnel.

A2.4.1. Method: Conducted by AFE personnel IAW AFI 11-301V1 and applicable supplements.

A2.4.2. Currency: IAW AFI 11-301V1 and RTM.

A2.5. Aircrew Flight Equipment Training [LL06] (All). An academic and equipment training event, in which aircrew members demonstrate their ability to locate, preflight, and use all aircrew and passenger AFE carried aboard unit aircraft or issued to aircrew members. This training includes the limitations and safety issues related to AFE. Additionally, include aircrew

clothing items and information on hazards associated with improper wear and failure to use only authorized clothing and equipment items.

A2.5.1. Method: Conducted by AFE personnel IAW AFI 11-301V1 and applicable supplements.

A2.5.2. Currency: AFI 11-301V1 and RTM.

A2.6. Aircrew Chemical Defense Training (ACDT) [LL04] (All). An academic and equipment training session in which the aircrew member demonstrates and performs donning, doffing, and buddy dressing procedures using either the first or second generation ACDE or Aircrew Eye/Respiratory Protection (AERP) equipment.

A2.6.1. Method: Conducted by AFE personnel IAW AFI 11-301V1 and applicable supplements.

A2.6.2. Currency: AFI 11-301V1 and RTM.

A2.7. Conduct After Capture (CAC) [SS03] (All). Provides refresher training for wartime, governmental, and hostage detention situations.

A2.7.1. Method: Conducted by SERE personnel IAW AFI 16-1301 and applicable supplements.

A2.7.2. Currency: IAW AFI 16-1301 and RTM.

A2.8. Combat Survival Training (CST) [SS02] (All). Aircrew will demonstrate proficiency in TTP for survival and recovery under field conditions, while in a simulated combat environment using weapons system specific survival equipment. This training is designed to enforce learning objectives through hands-on experiential training. **Note:** Crewmembers assigned to non-combat coded units will complete Non-Combat Survival Training (NCST) IAW AFI 16-1301.

A2.8.1. Method: Conducted by SERE personnel IAW AFI 16-1301 and applicable supplements.

A2.8.2. Currency: IAW AFI 16-1301 and RTM.

A2.9. Crew Resource Management (CRM) Refresher [GA06] (All). Provides crewmembers with performance-enhancing knowledge and skills directly applicable to their roles in the aerospace mission of the Air Force. CRM training is a key component of a combined effort to identify and manage threats to safe and effective mission operations. CRM principles will be considered during upgrade and continuation training flight briefings and debriefings under the crew coordination category.

A2.9.1. Method: Conducted in conjunction with Simulator Refresher Training or by a qualified CRM instructor IAW AFI 11-290 and applicable supplements.

A2.9.2. Currency: IAW AFI 11-290 and RTM.

A2.10. Emergency Egress Training, Non-Ejection [LL03] (All). Evaluates aircrew and passenger ability to demonstrate proficiency in emergency egress procedures. Stress the importance of aircrew coordination, aircrew and passenger responsibilities and use of appropriate emergency egress equipment.

A2.10.1. Method: IAW AFI 11-301V1 and MAJCOM supplements.

A2.10.2. Currency: IAW AFI 11-301V1 and RTM.

A2.11. Emergency Egress Training with ACDE [LL05] (All). Evaluates the aircrew's ability to demonstrate proficiency in the use of primary and secondary ground egress procedures while wearing ACDE. Training will stress the unique changes in procedures to include added difficulties aircrew would and could experience as a result of wearing ACDE.

A2.11.1. Method: IAW AFI 11-301V1 and MAJCOM supplements.

A2.11.2. Currency: IAW AFI 11-301V1 and RTM.

A2.11.3. Prerequisites: Aircrew Chemical Defense Training (ACDT) [LL04].

A2.12. Flying Safety Training [GS26] (All). Attend periodic flight safety meeting or read flight safety meeting minutes.

A2.12.1. Method: Locally developed by Wing or unit safety office. (T-2).

A2.12.2. Currency: IAW AFI 91-202 and RTM Guidance.

A2.13. FCF Open Book Examination [ME37] (All). Open book test consisting of questions related to FCF procedures from T.O.s and applicable directives, minimum passing score is 85%.

A2.13.1. Method: Locally developed 25 question open book test administered by the FCF program manager or Stan/Eval function. (T-2).

A2.13.2. Currency: IAW RTM Guidance.

A2.13.3. Restriction: Overdue crewmembers will not participate in FCF operations until the exam is completed. (T-1).

A2.14. GAU-18 [GA59], GAU-2 [GA60], and M-240 [GA61] Ground Weapons Training (MF/MG). Training in which crewmembers demonstrate weapon system knowledge through discussion and performance of preflight procedures, theory of operation, emergency procedures, hot gun procedures, and components through weapon disassembly and reassembly.

A2.14.1. Method: Normally completed in conjunction with Simulator Refresher Training. Local training will be completed by a qualified instructor at the weapons shop. (T-2).

A2.14.2. Currency: IAW RTM Guidance.

A2.14.3. Restriction: Overdue crewmembers will not perform live gunnery flight events. (T-1).

A2.15. Instrument Refresher Course (IRC) [GS06] (P). Training designed to ensure pilots possess sufficient knowledge on current directives, procedures, and techniques as well as emerging trends and issues related to instrument flying.

A2.15.1. Method: IAW AFMAN 11-210, *Instrument Refresher Program (IRP)*.

A2.15.2. Currency: IAW AFMAN 11-210 and RTM.

A2.16. Intelligence Training [IE05] (All). Content of this training will be determined by the unit tactics office but should include threat briefings, country studies and related topics.

A2.16.1. Method: Unit Weapons and Tactics personnel will coordinate with intelligence personnel to support training based upon DOC tasking's and deployment schedules.

A2.16.2. Currency: IAW RTM Guidance and AFI 14-105.

A2.16.3. Training will include the following minimum events: **(T-2)**.

A2.16.3.1. Visual Recognition. Crewmembers shall be able to identify type of aircraft (rotary and fixed-wing) they are likely to encounter, to include variants (e.g., different aircraft configurations, paint schemes, etc.) from all aspects, determine if the aircraft is a threat and (through major recognition features) identify ground targets and major categories of naval vessels.

A2.16.3.2. Collection and Reporting (C&R). C&R training will enable crewmembers to initiate aircrew-originated reports (In-flight Report, Communication Instructions Reporting Vital Intelligence Sighting, etc.) and will familiarize them with the information requirements of the intelligence-generated Mission Report and Intelligence Report.

A2.16.3.3. Current Intelligence. Current Intelligence will cover significant military/political developments (including threat updates) in the unit's areas of interest.

A2.16.3.4. Electronic Warfare (EW). Procedures for recognizing, countering and reporting meaconing, interference, jamming and intrusion as required by AFI 10-707, *Spectrum Interference Resolution Program*, and applicable supplements.

A2.17. Isolated Personnel Report (ISOPREP) [IE02] (All). Accomplish a semiannual review per Joint Publication 3-50.2, *Joint Doctrine for Search and Rescue* (AFI 14-105, *Unit Intelligence Mission and Responsibilities*).

A2.17.1. Method: Individual review with assistance from intelligence personnel.

A2.17.2. Currency: IAW AFI 14-105 and RTM.

A2.18. Laser Safety Training-Refresher [GA23] (All). Training covering the spectrums of laser energy, types of lasers used in the unit, operating procedures, hazards and reporting procedures.

A2.18.1. Method: Locally developed by unit safety based upon the type of lasers employed. **(T-2)**.

A2.18.2. Currency: IAW RTM Guidance.

A2.18.3. Restriction: Crewmembers delinquent in training will not employ lasers unsupervised. **(T-1)**.

A2.19. Local Area Survival Training (LAS) [SS01] (All). One-time requirement prior to the first flight at every assignment. Personnel who PCS and then return for subsequent assignments will accomplish this training during each reassignment. Training familiarizes crewmembers with local standard operating procedures and local environmental aspects preparing aircrew for possible aircraft emergencies near the base of assignment.

A2.19.1. Method: Conducted by SERE personnel IAW AFI 16-1301 and applicable supplements.

A2.19.2. Currency: IAW AFI 16-1301 and RTM.

A2.20. Marshaling Examination [GA07] (All). Test covering marshaling signals, airport markings, lights, and signs.

A2.20.1. Method: Locally developed test IAW AFI 11-218, *Aircraft Operation and Movement on the Ground* requirements. (T-2).

A2.20.2. Currency: IAW AFI 11-218 and RTM.

A2.21. NVG Refresher Training [VV01] (All). Periodic training covering NVG mishaps, MDS-specific tactical issues, and other relevant NVG discussion items.

A2.21.1. Method: NVG-Certified instructor (AFRL/AETC/MAJCOM FTU certified instructor or WIC graduate) led review of requirements established in AFI 11-202V1. (T-1).

Note: Completion of the USAF Night Vision Goggle (NVG) Academic Instructor Course certifies crewmembers as an NVG-Certified instructor. Units may request course quotas and current courseware by contacting the course manager, 359 AMDS/SGPT, DSN 487-4931. Units may also contact the Human Effectiveness Directorate, 711th Human Performance Wing, Air Force Research Laboratory (AFRL/HE), DSN 798-4023/2846 to obtain Armstrong Labs videos to enhance NVG refresher training.

A2.21.2. Currency: IAW AFI 11-202V1 and RTM.

A2.21.3. Restriction: Aircrew members overdue for NVG refresher training are restricted from NVG flight until this training is completed. (T-1).

A2.22. Physiological Training [ARMS-Resource] (All). Periodic requirement established and governed by AFI 11-403, *Aerospace Physiological Training Program*.

A2.22.1. Method: Training conducted by Aerospace Physiology personnel.

A2.22.2. Currency: IAW AFI 11-403 and RTM.

A2.23. Pyrotechnic Familiarization Training [GA29] (MF/MG). Requirement governed by AFI 91-202, *The US Air Force Mishap Prevention Program*. Upon unit in processing crewmembers will conduct training on the types of pyrotechnics employed from unit aircraft. Training will consist of device characteristics, hazards, operation, aircraft storage/loading procedures, and deployment procedures.

A2.23.1. Method: Locally developed and approved by unit safety. Training will be conducted by instructors familiar with AFOSH standards, applicable T.O.s, and operational procedures-series publications. (T-2).

A2.23.2. Currency: IAW AFI 91-202 and RTM.

A2.23.3. Restriction: Crewmembers who are overdue will not deploy pyrotechnics without instructor supervision. (T-1).

A2.24. Situational Emergency Procedures Training (SEPT) [GS03] (All). Training designed to review abnormal/emergency procedures and aircraft systems operations/limitations.

A2.24.1. Method: Unit developed, scenario based training presented by an instructor or aircraft commander in which the crew discusses actions necessary to address malfunction(s) and carry them to a logical conclusion. (T-3).

A2.24.2. Squadrons will incorporate the following elements into SEPT programs: (T-1).

A2.24.2.1. Emphasize boldface procedures and Special Interest Items (SIIs).

A2.24.2.2. Develop SEPT scenarios using actual mishaps and incidents as baseline cases.

A2.24.2.3. One EP per phase of flight and/or major aircraft subsystem (hydraulic, electrical, fuel, engine, flight control and auxiliary power, as applicable) during each session.

A2.24.2.4. Include periodic discussions on normal and abnormal operations, minimum fuel and emergency divert situations.

A2.24.3. Currency: Aircrew will accomplish one SEPT in each calendar month. Currency will expire at the end of the calendar month following the one in which the SEPT was credited, regardless of which date the SEPT was completed **(T-2)**.

A2.24.4. Restriction: Crewmembers who are overdue will be grounded until the SEPT is accomplished. SQ/CCs may waive unaccomplished SEPTs from previous months due to non-flying TDYs or special circumstances. **(T-1)**.

A2.25. Simulator Refresher Training [SQ05] (All). Training designed to provide crewmembers a review of basic aircraft systems, mission systems, AFI 11-290 CRM refresher requirements, Ground Gunnery Training, and simulator training that reinforces CRM techniques, emergency procedures, instrument procedures, abnormal operating procedures, and specific procedures that cannot be safely practiced in the aircraft.

A2.25.1. Method: Formal course attendance at Kirtland AFB, NM. Use of an alternate H-60 simulator may be approved by the MAJCOM/A3T Flight Operations Division (USAFE-AFAFRICA, ANG and AFRC units), PACAF/A3T Operational Support Division, (PACAF), HQ ACC/A3J Personnel Recovery Division (ACC units) or HQ AETC/A3F (AETC units) provided requirements of the formal syllabus can be met. **(T-2)**.

A2.25.2. Currency: IAW RTM Guidance.

A2.25.3. Crewmembers who complete IQT at the FTU will use the initial qualification evaluation completion date to establish a recurring baseline. Crewmembers who complete IQT in-unit and do not complete simulator training as part of the program will attend the formal simulator refresher course within six months of completing their qualification evaluation. Crewmembers that complete Instructor upgrade at the FTU may use the evaluation completion date to reestablish currency.

A2.25.4. Simulator refresher training is not required for crewmembers who will not fly the HH-60 beyond 4 months past their established due date (due to separation, PCS to a non-flying position, etc.).

A2.25.5. [AETC] Simulator refresher instructors are exempt from refresher academics provided they have instructed at least 20 hours of academics (covering all simulator academic events) during the normal eligibility period. These individuals shall still accomplish the flying portion of the simulator refresher course. **(T-2)**.

A2.26. Small Arms Qualification Training (M4 [GA42] and M9 [GA43]) (All). Formal AF weapons qualification IAW AFI 36-2226, *Combat Arms Program*. Crewmembers will maintain weapons qualification to support mission and aircraft security requirements.

A2.26.1. Method: Formal training conducted by Combat Arms Personnel.

A2.26.2. Currency: IAW AFI 36-2226 and RTM.

A2.26.3. Restriction: Crewmembers will not be issued or operate weapons they are not current and qualified on. (T-1).

A2.26.3.1. Unit commanders will designate in writing crewmembers selected to maintain qualification in additional small arms weapons outside of this guidance. (T-2).

A2.26.3.2. Unit commanders will determine additional proficiency requirements, such as formal off-site weapons training or home station weapons training. (T-2).

A2.27. Use of Force Training [GA15] (All). Each unit is responsible for conducting Use of Force training for assigned personnel. Training will be geared to missions crewmembers will likely perform or scenarios they will likely encounter.

A2.27.1. Method: Locally developed scenarios. Units are encouraged to consult Security Forces Training or Stan/Eval shops for assistance in scenario development. (T-2).

A2.27.2. Currency: IAW AFI 31-117 and RTM.

A2.27.3. Restrictions: Crewmembers will be current before being issued a weapon. (T-2).

A2.28. Verification Planning Exercise (VPE) Initial/Recurring [GS24] (All). An in-depth planning scenario that provides an opportunity to apply knowledge and exercise mission planning processes in a controlled environment. Training is designed to reinforce knowledge gained from training and allows experienced personnel to share knowledge gained from real world experience. VPEs should be tailored to prepare aircrews to support specific OPLAN/CONPLAN/AEF/ rotational tasking's. [Attachment 4](#) provides a guideline for the development of verification briefings.

A2.28.1. Method: Conducted in-unit by Weapons and Tactics with the assistance of unit intelligence personnel. (T-3).

A2.28.2. Currency: First assignment crewmembers will complete verification within 120 days of CMR certification. (T-3). All others will complete verification IAW RTM guidance. **Note:** Crewmembers who participate in a contingency/deployment or major exercise may receive credit for recurring training at the discretion of unit operations officer.

A2.29. Water Survival Training (WST) Refresher [SS05] and Helicopter Emergency Egress Device (HEED/HABD)[SS08] (All). HH-60 crewmembers demonstrate proficiency in TTP for survival and recovery from a water environment using weapons system specific survival equipment. Additionally, crewmembers will receive training in emergency egress from a helicopter including the use of a Helicopter Emergency Egress Device (HEED) and Shallow Water Egress Trainer.

A2.29.1. Method: Conducted by SERE personnel IAW AFI 16-1301 and applicable supplements.

A2.29.2. Currency: IAW AFI 16-1301 and RTM.

A2.29.3. Restrictions: Crewmembers non-current for water survival refresher training and/or Helicopter Emergency Egress Device training are prohibited from over water flight beyond autorotational distance from land. (T-1). **Exception:** Key Staff personnel are not considered HH-60 Crew Members and are not required to attend the AETC Initial

Underwater Egress course. **Note:** Key Staff personnel that routinely fly sorties over water should attend the local Underwater Egress/Helicopter Water Survival Refresher courses.

A2.30. Weapons & Tactics Academics [GA39] (All). Units will establish a weapons and tactics academic program designed to prepare crewmembers to operate more effectively in the combat rescue environment. Training will be based on tactical employment information found in applicable AFTTP 3-series publications, Tactic Analysis Bulletins, TD&E reports, Exercise and Deployment After Action Reports, USAF Weapons Reviews, as well as other documents pertaining to the execution of the unit's mission. Academics should be tailored to theater-specific mission requirements and unit METLs.

A2.30.1. Method: Locally developed by unit weapons and tactics shop with unit intelligence personnel support. To receive credit for training crewmembers will pass an examination with a minimum score of 85 percent. **(T-2).**

A2.30.2. Currency: IAW RTM Guidance.

Attachment 3

FLYING TRAINING SORTIE/EVENT DESCRIPTIONS AND REQUIREMENTS

A3.1. General. This attachment provides flying training event descriptions and amplifying information for events identified in this AFI. The RAP Tasking Memo provides flying training event descriptions and identifies BMC and CMR sortie requirements. **Chapter 4** of this AFI specifies currency requirements and identifies specific events that affect mission status.

A3.2. AHC Sortie [SX10] (All). A series of maneuvers that allows crewmembers to develop proficiency in recognizing and avoiding conditions that may exceed safe operation of the HH-60. Additionally crewmembers develop proficiency in power management and achieving maximum performance while remaining within aircraft limitations.

A3.2.1. Minimum requirements: Perform transient torque (roll and pedal application), pitch-up/down, onset of blade stall, maximum sustainable bank, overbank, low g maneuver, two-step climbing turn, course reversal, bunt, quickstop, accelerate to max rate turn, enroute maximum rate turn and enroute maximum displacement turn. Accomplish maneuvers IAW current HH-60 AFTTP 3-3. **(T-2).**

A3.2.2. Minimum supervision for non-current aircrew: Instructor Pilot. **Note:** IPs may supervise/instruct MF/MGs from the cockpit to regain currency. **(T-1).**

A3.2.3. Restrictions: AHC will be only be performed during day VMC conditions when an instructor pilot is in command and at a set of controls. Non-current crewmembers will not fly Day or NVG sorties that involve tactical maneuvering below 500ft AGL unless directly supervised by an instructor (IP will have access to a set of controls). **(T-1).**

A3.3. Bambi Bucket [ME55] (All). Event that utilizes a large “bucket” suspended from the cargo hook designed to pick-up, carry, and deploy water in support of firefighting operations.

A3.3.1. Minimum requirements: Functional check, verbal directions, hookup, pattern, and release. **(T-2).**

A3.3.2. Minimum supervision for non-current aircrew: Dedicated qualified flying supervisor current in the event. **(T-1).**

A3.4. Basic Sortie [SX03] (All). Sortie designed to ensure crewmembers remain proficient in basic skills associated with flying operations.

A3.4.1. Minimum requirements: Pre-mission planning, briefings, preflight, run-up, take-off, landing, shut-down, post-mission requirements and debriefing. **Exception:** Crewmembers completing engine running crew changes need only complete the applicable portions of the sortie (i.e., run-up or shut-down, takeoff and landing procedures). **(T-2).**

A3.4.2. Minimum supervision for non-current aircrew: Dedicated qualified flying supervisor current in the event. For FE/AGs this event may be supervised by a MF or MG. **(T-1).**

A3.5. Chemical Defense Task Qualification Training (CDTQT) [ME08] (All). Event designed to reinforce crewmember awareness of limitations and physiological effects while wearing the Aircrew Chemical Defense Ensemble (ACDE) during flight operations.

A3.5.1. Prerequisites: Current in Aircrew Chemical Defense Training (ACDT) [LL04] and Emergency Egress Training with ACDE [LL05]. **(T-2).**

A3.5.2. Minimum requirements: Crewmembers will wear mask, blower assembly, cotton gloves, butyl rubber gloves, and NOMEX flight gloves while performing ground and flight duties during a tactical sortie. Components will be worn for 1 hour in which 50% will be flight time consisting of a minimum of one takeoff and landing. **Note:** Refresher CDTQT should be included in pre-deployment spin-up training as determined by SQ/CC (T-2).

A3.5.3. Minimum supervision:

A3.5.3.1. Initial CDTQT sorties will be supervised by dedicated instructor for each crew position(s) performing the event. Instructors will not wear ACDE equipment. (T-1).

A3.5.3.2. Refresher CDTQT sorties should be monitored by a qualified flying supervisor for each crew position(s) performing the event. Flying supervisors will not wear ACDE equipment. (T-2).

A3.5.4. Restrictions: CDTQT flights will not be conducted when temperature/dew point conditions fall outside the “normal” range of the fighter index of thermal stress (FITS) in AFPAM 48-151 *Thermal Injury*. If a crewmember experiences difficulty, such as excessive thermal stress, hyperventilation, headaches, etc., and either the observer or crewmember believes it is unsafe to continue, tactical training will be terminated and ACDE removed. (T-1).

A3.5.4.1. Initial CDTQT will not be performed at night, overwater, or in the simulator. (T-1).

A3.5.4.2. Refresher CDTQT will not be performed overwater. **Exception:** SQ/CCs may authorize limited overwater CDTQT training. (T-2).

A3.6. Close Combat Attack [GU05] (All). Sortie that employs live ordnance to suppress simulated threat(s) in response to a 5-line request from an actual/simulated ground team utilizing AFTTP 3-1.HH-60 and JP 3-09 JFIRE procedures.

A3.6.1. Minimum requirements: Formation, 5-line communication procedures, threat assessment and commit criteria and live weapons employment. (T-2).

A3.6.2. Minimum supervision for non-current aircrew: Dedicated instructor current in the event. (T-1).

A3.6.3. Restriction: If currency expires, crewmembers are prohibited from accomplishing live fire CCA with actual personnel on the ground. (T-1).

A3.7. Contact Sortie [SX31] (P). Sortie that reinforces HH-60 basic skills such as power management, and takeoff and landing procedures.

A3.7.1. Minimum requirements: (1) Maximum Performance Takeoff (2) Marginal Power Takeoff (3) Normal Approach and Landing (4) Steep Approach. (T-2).

A3.7.2. Minimum supervision for non-current aircrew: Dedicated qualified flying supervisor current in the event. (T-1).

A3.8. Day Water Operations [RA14] (All). Event that refines skills associated with searching, locating and recovering personnel from a water environment.

A3.8.1. Minimum requirements: Infill pattern (e.g. Helocast), AIE exfil with pattern, and hoist operations. Use of pyrotechnics/sea dye marker is desired. (T-2).

A3.8.2. Minimum supervision for non-current aircrew: Dedicated qualified flying supervisor current in the event. **(T-1)**.

A3.9. Emergency Procedures (EP) Sortie [SX32] (P/MF). Sortie that reinforces checklist procedures, CRM, aircraft systems/limits and flying skills related to aircraft/system malfunctions.

A3.9.1. Minimum requirements performed in any sequence: **(1)** Simulated single engine approach and landing, **(2)** Stabilator malfunction, **(3)** SAS and Boost off approach, hover, and landing, **(4)** DEC malfunction, **(5)** Low altitude autorotation, **(6)** Straight ahead autorotation (90 degree and 180 degree autorotations may credit the straight ahead requirement). **(T-2)**. **Exceptions:** With SQ/CC approval, a night EP sortie may credit EP sortie currency; however, the subsequent sortie will include autorotational requirements.

A3.9.2. Minimum supervision for non-current aircrew: Dedicated instructor current in the event. **Note:** Crewmembers may log one EP sortie per year in an HH-60 or other MAJCOM A3T (OCONUS, AFRC, ANG) or ACC/A3J (ACC units) approved simulator. **(T-1)**.

A3.9.3. Restrictions: Non-current crewmembers will regain currency prior to the accomplishment of other sorties/events. **(T-1)**.

A3.10. Fast Rope [ME58] (MF/MG). Event that utilizes Fast Rope operations IAW current AFTTPs to deploy personnel from the aircraft.

A3.10.1. Minimum requirements: Complete iteration utilizing actual devices at an altitude commensurate with the length of the device used. **(T-2)**.

A3.10.2. Minimum supervision for non-current aircrew: Dedicated qualified flying supervisor current in the event. If lives are being conducted then supervision will be a dedicated instructor current in the event. **(T-1)**.

A3.11. FCF Sortie [SC01] (All). Sortie designed to ensure certified crewmembers remain familiar with T.O. 1H-60(H)G-6CF requirements.

A3.11.1. Minimum requirements: Completion of any T.O. 1H-60(H)G-6CF inflight requirement. **(T-2)**.

A3.11.2. Minimum supervision for non-current aircrew: FCF certified crewmember current in the event. **(T-1)**.

A3.12. Fixed Forward Fire [RB08] (P). Event designed to ensure certified pilots exercise skills critical to Fixed Forward weapons employment.

A3.12.1. Minimum requirements: Pilots shall perform two live, formation L-attack patterns in the fixed-forward-fire configuration. **(T-2)**.

A3.12.2. Minimum supervision for non-current aircrew: Dedicated instructor current in the event. **(T-1)**.

A3.13. Formation [RA22] (All). Event designed to ensure crew members exercise skills associated with formation operations.

A3.13.1. Minimum requirements: Enroute and terminal area formation operations from the lead or wingman roles utilizing any AFTTP 3.3.HH-60 formation position. **(T-2)**.

A3.13.2. Minimum supervision for non-current aircrew: Dedicated qualified flying supervisor current in the event. (T-1).

A3.14. Gunnery [GU01] (MF/MG). Non weapon specific event designed to ensure crewmembers exercise basic skills associated with aerial gunnery.

A3.14.1. Minimum requirements: Preflight, arm, fire standard ammunition load, and de-arm applicable weapon IAW current checklist procedures. (T-2).

A3.14.2. Minimum supervision for non-current aircrew: Dedicated instructor current in the event. (T-1).

A3.15. GAU-2 [GU02] (MF/MG). Event designed to ensure crewmembers exercise skills required to safely operate the GAU-2 weapon.

A3.15.1. Minimum requirements: Preflight, arm, fire, and de-arm the GAU-2 IAW current checklist procedures. (T-2).

A3.15.2. Minimum supervision for non-current aircrew: Dedicated instructor current in the event. (T-1).

A3.16. GAU-18 [GU03] (MF/MG). Event designed to ensure crewmembers exercise skills required to safely operate the GAU-18 weapon.

A3.16.1. Minimum requirements: Preflight, arm, fire, and de-arm the GAU-18 IAW current checklist procedures. (T-2).

A3.16.2. Minimum supervision for non-current aircrew: Dedicated instructor current in the event. (T-1).

A3.17. M240 [GU04] (MF/MG). Event designed to ensure crewmembers exercise skills required to safely operate the M240 weapon.

A3.17.1. Minimum requirements: Preflight, arm, fire, and de-arm the M240 IAW current checklist procedures. (T-2).

A3.17.2. Minimum supervision for non-current aircrew: Dedicated instructor current in the event. (T-1).

A3.18. Helicopter Air-to-Air Refueling (Day or NVG) [AR01/AR03] (All). Event in which crewmembers perform probe to drogue operations in order to receive fuel from a compatible aircraft in flight.

A3.18.1. Minimum requirements:

A3.18.1.1. Pilots and plug certified co-pilots: Rendezvous, Join-up, Contact (left and right) and Crossover. **Exceptions:** If unable to make left or right contacts due to equipment malfunctions, environmental conditions, or tanker configuration, multiple single hose contacts and a crossover may credit the event. Operational Rescue Missions do not require a crossover nor contact on each side. **NOTE:** If currency is gained under this exception, the subsequent HAAR currency event will include left and right contacts. (T-2).

A3.18.1.2. Non-plug certified co-pilots: Rendezvous, Join-up and Crossover. (T-2).

A3.18.1.3. MF/MG: Rendezvous, Join-up, Crossover and a single contact. (T-2).

A3.18.2. Minimum supervision for non-current aircrew: Dedicated instructor current in the event. (T-1).

A3.19. Hoist [ME61] (MF). Event that utilizes the rescue hoist to deploy personnel/equipment from the aircraft or recover personnel/equipment from the ground/water into the aircraft.

A3.19.1. Minimum requirements: Complete one full cycle (defined as controlling the hoist cable until it contacts the surface below and returning it to the cabin) with an appropriate device attached at a minimum of 25' AGL/AWL. **Exception:** Lower altitudes may be used if restricted by power requirements. (T-2).

A3.19.2. Minimum supervision for non-current aircrew: Dedicated qualified flying supervisor current in the event. If lives are being conducted then supervision will be a dedicated instructor current in the event. (T-1).

A3.20. Hot Refueling/FARP [AR11] (All). Event that allows aircraft engine running refueling from a fuel truck or fixed fueling system.

A3.20.1. Minimum requirements: Complete proper positioning of the aircraft and/or fuel truck, positioning of safety equipment, connection of grounding, bonding wires, connection of nozzle assembly and post refueling requirements IAW applicable checklists AFI 11-235 and T.O. 00-25-172 procedures. Actual transfer of fuel is not required to log an event. **Note:** Completion satisfies annual certification requirement established by T.O. 00-25-172. (T-2).

A3.20.2. Minimum supervision for non-current aircrew: Dedicated qualified flying supervisor current in the event. (T-1).

A3.21. Instrument Approach [AP31] (P). Event that focuses on procedures designed to allow for safe landing operations during periods of poor visibility. Event focuses on proper communication, CRM, and instrument procedures.

A3.21.1. Minimum requirements: Complete a precision [AP01] or non-precision [AP02] instrument approach IAW AFI 11-202V3 and AFI 11-217 procedures. **Note:** Pilots may log currency in an HH-60 or other MAJCOM A3T (OCONUS, AFRC, ANG) or ACC/A3J (ACC units) approved simulator. (T-2).

A3.21.2. Minimum supervision for non-current aircrew: Dedicated qualified flying supervisor current in the event. (T-1).

A3.21.3. Restrictions: Non-current crewmembers are restricted from flight into IFR conditions until currency is regained. Recurrency will be in VFR conditions if flying with a qualified flying supervisor. If flying with an instructor, recurrency may be regained in IFR conditions. (T-1).

A3.22. Low Level [LE00] (All). Event that ensures crewmembers exercise skills required to safely operate in the low level environment.

A3.22.1. Minimum requirements: Execute enroute flight below 500ft AGL/AWL with emphasis on altitude management, terrain/obstacle avoidance, and crew coordination principles. (T-2).

A3.22.2. Minimum supervision for non-current aircrew: Dedicated qualified flying supervisor current in the event. (T-1).

A3.23. NVG Sortie [SX36] (All). Sortie designed to exercise basic skills associated with NVG flight.

A3.23.1. Minimum requirements: Pre-mission planning, briefings, preflight, run-up, take-off, landing, shut-down, post-mission requirements and debriefing. **Exception:** Crewmembers completing engine running crew changes need only complete the applicable portions of the sortie (i.e., run-up or shut-down procedures). **(T-2).**

A3.23.2. Minimum supervision for non-current aircrew: Dedicated qualified flying supervisor current in the event. For FE/AGs this event may be supervised by a MF or MG. **(T-1).**

A3.24. NVG Water Operations [RA44] (All). Event that refines skills associated with searching, locating and recovering personnel from a water environment.

A3.24.1. Minimum requirements: Infil pattern (e.g. Helocast), AIE exfil with pattern, and hoist operations. Use of a Chemlight lane is desired. **(T-2).**

A3.24.2. Minimum supervision for non-current aircrew: Dedicated instructor current in the event. **(T-1).**

A3.25. Rappel [ME60] (MF/MG). Event that utilizes rappel operations IAW current AFTTPs to deploy personnel from the aircraft.

A3.25.1. Minimum requirements: Complete iteration utilizing actual devices at an altitude commensurate with aircraft power available and the length of the device used. **(T-2).**

A3.25.2. Minimum supervision for non-current aircrew: Dedicated qualified flying supervisor current in the event. If lives are being conducted then supervision will be a dedicated instructor current in the event. **(T-1).**

A3.26. Remote Sortie [SX33] (All). Sortie designed to allow BAQ crewmembers to exercise skills associated with off airfield SAR operations.

A3.26.1. Minimum requirements: SAR mission planning, navigation route, search pattern, site evaluation, remote landing/takeoff, slope operations, and AIE operations. **Note:** If the Helicopter Landing Zone (HLZ) does not permit actual slope operations, discussion of slope limits and considerations will satisfy the requirement. **(T-2).**

A3.26.2. Minimum supervision for non-current aircrew: Dedicated qualified flying supervisor current in the event. **(T-1).**

A3.27. Restricted Visibility Operations [AP07] (All). Event that focuses on techniques and procedures designed to conduct landings and takeoffs during periods of restricted visibility caused by rotor-wash circulation of elements that obscure crewmembers visibility.

A3.27.1. Minimum requirements: Pilots perform four day or NVG landings and takeoffs; two takeoffs and landings as the pilot flying and two takeoffs and landings as the pilot not flying using techniques in AFTTP 3-3.HH-60. FE/AGs perform two day or NVG landing and takeoffs using techniques in AFTTP 3-3.HH-60. **(T-2).**

A3.27.2. Minimum supervision for non-current aircrew: Dedicated instructor current in the event. **(T-1).**

A3.28. Rope Ladder [ME59] (MF/MG). Event that utilizes the rope ladder IAW current AFTTPs to recover personnel from the ground/water.

A3.28.1. Minimum requirements: Complete iteration utilizing actual devices at an altitude commensurate with aircraft power available and the length of the device used. **(T-2).**

A3.28.2. Minimum supervision for non-current aircrew: Dedicated qualified flying supervisor current in the event. If lives are being conducted then supervision will be a dedicated instructor current in the event. **(T-1).**

A3.29. Shipboard Operations: Day Single Spot [SR69], Day Multi Spot [SR68], NVG Single Spot [SR54], NVG Multi Spot [SR55] (P). Events that focus on skills required to execute landing and takeoff operations from air capable ships/vessels.

A3.29.1. Minimum requirements: IAW Army/Air Force Deck Landing Qualification MOU, January 2002 and JP3-04.1. Reference the current RTM for additional guidance. **(T-0).**

A3.29.2. Minimum supervision for non-current aircrew: Dedicated instructor current in the event. **(T-1).**

A3.30. Sling Load Operations [ME15] (All). Event that utilizes the cargo hook and sling devices to move equipment.

A3.30.1. Minimum requirements: Functional check, verbal directions, hookup, pattern, and release. **(T-2).**

A3.30.2. Minimum supervision for non-current aircrew: Dedicated qualified flying supervisor current in the event. **(T-1).**

A3.31. Stokes Litter [ME62] (MF). Event that utilizes a device designed to hold a patient lying on their back allowing hoist deployment/recovery.

A3.31.1. Minimum requirements: Complete one full cycle (defined as controlling the hoist cable until it contacts the surface below and returning it to the cabin) with the stokes litter attached at a minimum of 25' AGL/AWL. **Exception:** Lower altitudes may be used if restricted by power requirements. Use of the SKEDCO® or Rescue Basket will update this currency. **(T-2).**

A3.31.2. Minimum supervision for non-current aircrew: Non-Live event-Dedicated qualified flying supervisor current in the event. Live event-Dedicated instructor current in the event **(T-1).**

A3.32. DELETED.

A3.32.1. DELETED.

A3.32.2. DELETED.

A3.32.3. DELETED.

Attachment 4

VERIFICATION GUIDE FOR CSAR

A4.1. Guideline for Verification Briefings: The following outlines are provided as guidelines for the development of verification briefings.

A4.1.1. Overview:

A4.1.1.1. Introduction (participants and briefing classification).

A4.1.1.2. Mission overview.

A4.1.1.3. Status of friendly forces (ground, air, and support).

A4.1.2. Area of Operations:

A4.1.2.1. Geography (topography, population centers, lines of communications, chokepoints and natural obstacles, major visual and radar significant identification points).

A4.1.2.2. Climatology (effects on unit operations, ground troop movements, and in-flight operations).

A4.1.2.3. Operating base (location, facilities, procedural constraints, strengths and limitations).

A4.1.3. Status of Enemy Forces:

A4.1.3.1. Ground forces and accompanying air defense threats (SAMs, AAA, EC, and MIJI), capabilities, strengths and weaknesses.

A4.1.3.2. Airborne forces (numbers, locations, capabilities and tactics).

A4.1.4. Mission Employment Briefing:

A4.1.4.1. Ground operations.

A4.1.4.2. Departure (WX contingencies, options).

A4.1.4.3. Route of flight (threat analysis, alternatives, fuel requirements, decision points, supporting Blue Force assets objectives and routing).

A4.1.4.4. Ingress.

A4.1.4.5. Terminal area tactics

A4.1.4.6. Weapons employment (target data, attack parameters, suitability, delivery modes/backups).

A4.1.4.7. Egress plan (route, mutual support agreements).

A4.1.4.8. Downed crewmember/wounded bird plan.

A4.1.4.9. Recovery (safe corridor procedures, IFF procedures, alternate and emergency airfields).

A4.1.5. Escape and Evasion:

A4.1.5.1. SAFEs.

A4.1.5.2. SAR procedures.

A4.1.6. Essential Elements of Information/Reports:

A4.1.6.1. Essential elements of information (EEIs).

A4.1.6.2. Required reports and reporting procedures.

Attachment 5**SAMPLE SMT WAIVER FORMAT**

MEMORANDUM FOR (Insert RQG or OG the requesting unit falls under).

FROM: (Insert requesting unit)

SUBJECT: Secondary Method of Training Waiver Request for _____.

1. _____ requests a waiver IAW AFI 11-2HH-60 Vol. 1, para. _____ to conduct _____ via Secondary Method Training (in-unit).
 - a. Full Name and Grade:
 - b. Unit of Assignment:
 - c. Current Crew Qualification:
 - d. Total Flying Time/PMAI Time:
 - e. Qualifying to:
 - f. Scheduled Training Start Date:
 - g. Expected Qualification Completion Date:
 - h. Date Last Event Accomplished:
 - i. Unit Mailing Address:
 - j. Member acknowledges ADSC requirement for this upgrade.
2. This waiver is required due to _____.
3. POC for this request is _____.

//XXXX //

_____, Lt Col, USAF
Commander, XX RQS

1st Ind, (Insert endorsing RQG or OG), Secondary Method of Training (In-Unit) Waiver Request

MEMORANDUM FOR (Insert MAJCOM/A3T (OCONUS, ANG and AFRC units), HQ ACC/A3J (ACC units) or HQ AETC/A3F (AETC units)).

Concur / Nonconcur

//XXXX //

_____, Colonel, USAF
Commander, _____

2d Ind, (Insert MAJCOM/A3T (OCONUS, ANG and AFRC units), HQ ACC/A3J (ACC units) HQ AETC/A3F (AETC units)).

MEMORANDUM FOR (Insert RQG or OG that submitted to the MAJCOM)

Approved / Disapproved

Chief, Personnel Recovery Division

//XXXX//

_____, Col, USAF